

CAN WE FLY TO VICTORY?

NOV 10th 1917

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Leslie's

Illustrated Weekly

Notice to Reader

When you finish reading this magazine place a one cent stamp alongside of this notice, hand same to any postal employee and it will be placed in the hands of our soldiers or sailors at the front.

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A. S. HILLMAN,
Publisher



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THE LIBERTY MOTOR



The Healthiest Habit in the World

—is functioning at the same time every day.

Nujol has given this healthiest of habits to thousands who have been able to discontinue the regular use of Nujol, but who retain the "regular as clockwork" habit.

They have found that they have acquired this habit by taking something which is absolutely harmless—and that the longer they take it, the less they need it.

Take Nujol and get the healthiest habit in the world.

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NEW JERSEY

Nujol
REG. U. S. PAT. OFF.
for Constipation

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"Keep Kolynos in Your Kit"

Kolynos Dental Cream has a unique war record. For three years it has been in extensive use in various Armies in the Field, in the European War.

It has been a War of constant and severe emergencies. Soldiers have been serving under extreme conditions. It has been a period when any *extra efficiency* has stood out in the spotlight, and when any *flaw in equipment* quickly uncovered itself.

Here are ten proven facts of the *extraordinary war efficiency* of Kolynos Dental Cream, disclosed by its use in the field and which have given it an undisputed position *among soldiers themselves*.

1. It cleans the teeth with unexampled completeness, and is also a valuable antiseptic and germicide. Soldiers have learned the tremendous importance of keeping the mouth and throat as free from germs as possible.
2. It is highly concentrated, weighing only 1½ ounces, tube included. A very little of it goes a long way.
3. It can be used, in emergency, without water.
4. Rubbed on the gums with the finger, it gratefully cools and refreshes the mouth and increases the flow of saliva—known to be extremely important on a long, dusty march.
5. In "trench gingivitis" it is most helpful. Do you know what "trench gingivitis" is? It is a very bothersome inflammation of the gums—and Kolynos alleviates it and reduces the inflammation.
6. Where other first aid has been lacking, the soldiers have learned that the application of Kolynos to wounds has a cleansing, disinfecting influence.
7. In case of burns it gives relief, by excluding air and through disinfection.
8. Dissolved in water and used as a gargle it relieves a soldier's overstrained and inflamed throat.
9. Applied to the nostrils, it is helpful in the early stages of a cold.
10. In base hospitals, where complicated wounds and fractures of the mouth and jaws are treated, Kolynos has been found of great value by reason of its cleansing, antiseptic, deodorizing and disinfecting properties.

Bear in mind that, in addition to being used and recommended by over one-half of the Dental profession of the United Kingdom, Kolynos Dental Cream has been favorably passed upon and distributed by the War Office in London and the authorities in charge of the military hospitals. There are between 45,000 and 46,000 Dentists in America, many of whom have been preparing the teeth of the soldiers for the stress of war. Kolynos has already been used and recommended by 39,000 of the profession in America.

You will make a good soldier better fit by placing Kolynos in his hands.

The Kolynos Company
New Haven, Conn., U. S. A.

The
Kolynos
Co.

New Haven,
Conn., U. S. A.

Please send a free trial
tube of Kolynos Dental Cream
to

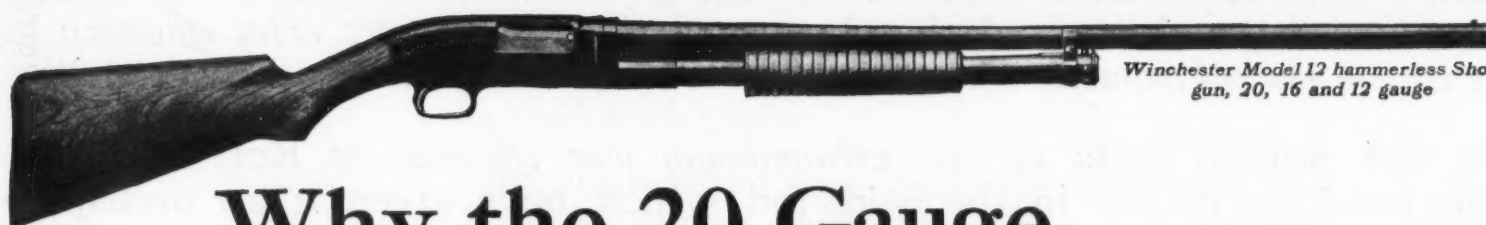
If you have a son or an acquaintance who has entered the service, fill in his name and address in this Coupon and mail it to us so we may provide him gratis with a trial tube, as we provided soldiers of Great Britain and France.

If you already know about Kolynos, do him the great service of buying him a half dozen tubes, at thirty cents each, at the nearest druggist, and send them to him. Don't neglect it.

(Name)

(Address)

(Fill in this coupon and mail it at once for your friend or yourself)



Winchester Model 12 hammerless Shotgun, 20, 16 and 12 gauge

Why the 20 Gauge is Gaining in Popularity

Back in the '90s the 10 gauge was the weapon that had the call among American sportsmen.

But as the game became scarcer, there came a better sense of sportsmanship. The 10-gauge yielded to the 12 gauge.

Today, hunters who are in it for "Sport's Sake" are taking to the light 20 and 16 gauges—the true sportsman's guns.

When you carry a 20 gauge, you're *playing the game* and you *earn* every bird you bring down.

Quicker action and better pattern with the 20 gauge

In the hands of a good shot, the 20 gauge has proved almost as effective a field gun as the 12 gauge. This is because in the first place, being lighter, it permits of quicker handling; you get onto your game faster.

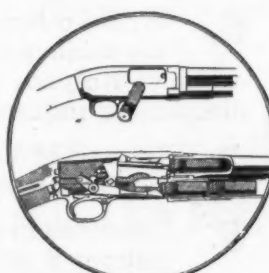
Then, too, if you're quick, most of your shots at quail, snipe and prairie chicken will be at from 15 to 25 yards; at these distances the properly bored 20 gauge makes its best pattern, while the 12 gauge does not open up so as to give the shooter the full benefit of its larger load of shot until close to 40 yards.

The 20 gauge then can give you as good a bag as a 12 gauge if you handle it fast and get onto your game quickly. It's a sportier gun to work with.

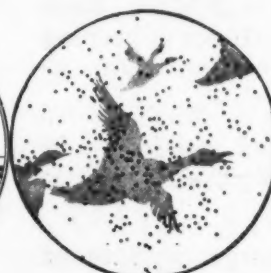
A gun that few sportsmen can resist

The nicely balanced model 12, Winchester 20 gauge with its slim, graceful barrel is a beautiful weapon and has a fascination about it few sportsmen can resist. It works smoothly in whatever position it is held.

A man who has used this Model 12, 20 gauge Winchester; or its duplicate in the model 97, 16 gauge—for those who prefer a hammer action gun—for a few days of shooting, finds it hard to go back to his heavier 12 gauge.



Quick feeder, sure ejector. Throws empty shell to the side, out of your way.



Dense, even, hard hitting, quick opening pattern of the Winchester 20 gauge.

The barrel is the gun

Men who know guns realize that the accuracy and durability of a gun lie in the barrel. On the quality of the barrel depends the quality of the gun. There is absolutely no difference in the standard of quality of the barrels on the highest or lowest priced Winchester guns. With Winchester the barrel is the gun and the single standard of quality has been attained only by the most unremitting attention to the boring, finishing and testing of the barrel.

The Winchester barrel

The barrels of the Winchester Models 12 and 97 have been scientifically bored to micrometer measurements for the pattern they are meant to make. The degree of choke exactly offsets the tendency of the shot to spread. Until the pattern proves up to Winchester standard, the guns cannot leave the factory.

The Nickel Steel construction preserves the original accuracy forever. The Bennett Process, used exclusively

by Winchester, gives the Winchester barrel a distinctive blue finish that, with proper care, will last a lifetime.

What means

This mark on the barrel means *Viewed and Proved Winchester*. This stamp stands for Winchester's guarantee of quality, with fifty years of the best gun-making reputation behind it.

Every gun that bears the name "Winchester" and that is marked with the Winchester Viewed and Proved stamp has been fired many times for smooth action and accuracy, and with excess loads for strength. At every stage of Winchester manufacture machine production is supplemented by human craftsmanship. It is a *test and adjustment process*.

It is this care in manufacturing that has produced in these two light gauge models guns that have won the admiration of all true sportsmen who follow *Sport for Sport's Sake*.

Write for details of Winchester shotguns, rifles and ammunition

The Winchester catalog is an encyclopedia on shotguns, rifles and ammunition. Every hunter should have one. It gives detailed specifications of the Model 12 and describes at length the principles on which every one of the world-famous Winchester rifles and shotguns is built. Write today. We will mail you a copy free, postpaid.

WINCHESTER REPEATING ARMS CO.
DEPT. 172 NEW HAVEN, CONN.

Home Defense Leagues: We have a Winchester for County and Home Defense Leagues which is meeting with universal approval. Many Home Defense Leagues throughout the United States have already been equipped with this gun.



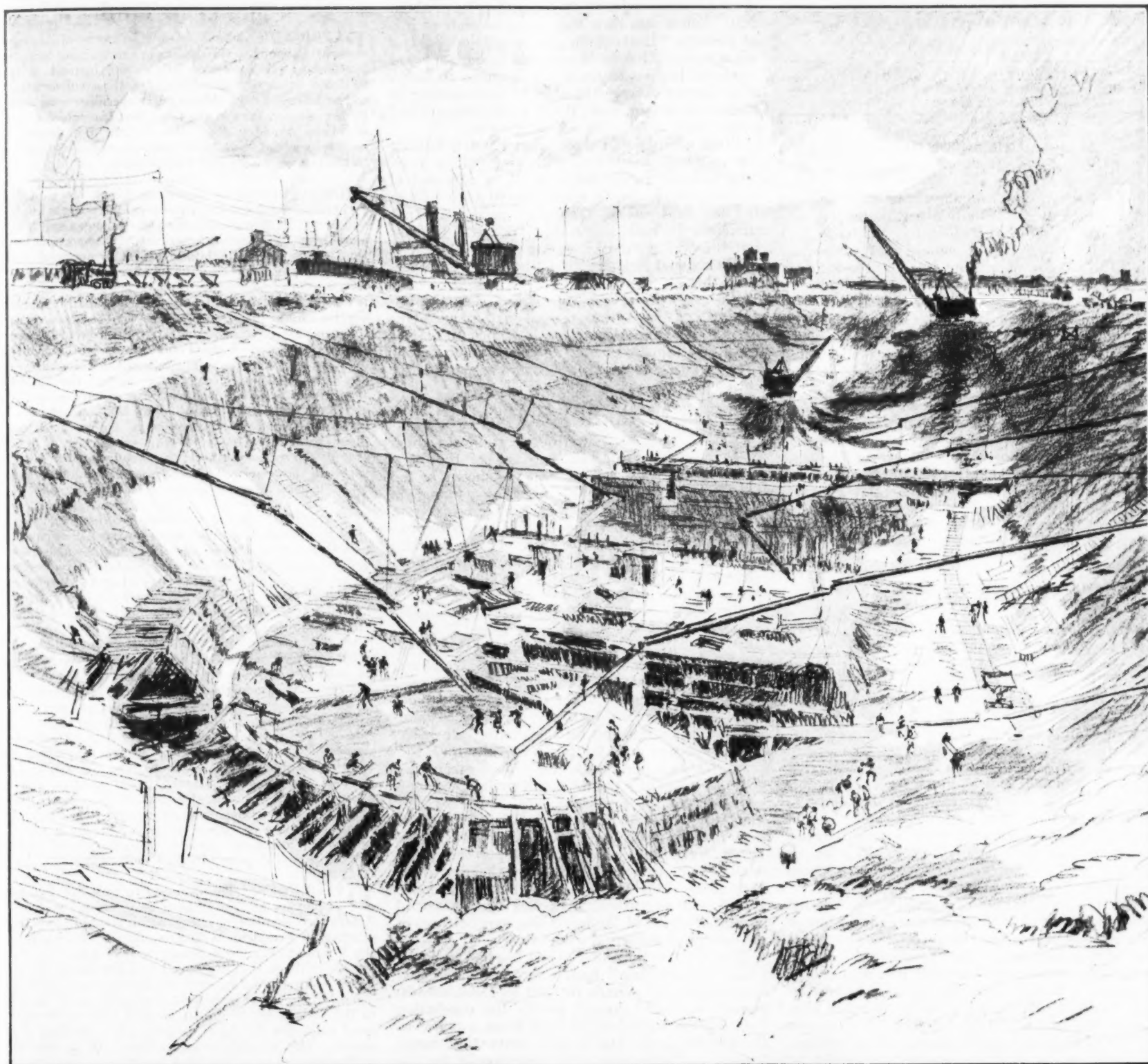
Winchester Model 97 Hammer Shotgun. Take-down Repeating Shotgun. Made in 12 gauge weight about 7½ lbs.; 16 gauge weight about 7½ lbs. The favorite with shooters who prefer a slide forearm repeating shotgun with a hammer.

WINCHESTER

World Standard Guns and Ammunition

The World's Largest Dry Dock

Drawn for LESLIE'S by Vernon Howe Bailey



WHERE THE GREATEST OF OCEAN MONSTERS MAY REST

"Somewhere on the Atlantic Coast," the United States Navy is constructing a gigantic dry-dock, to be the largest in the world when completed. The work of excavating and laying the cement floor is pictured above. This dock will accommodate the largest ships now afloat or likely to be built for some years to come, the size of which will undoubtedly be governed by the length of the locks of the Panama Canal. The method of construction is very interesting, both excavation work and building going on at the same time. Small trains of concrete-laden cars move about the edge of the great excavation, and conduits suspended from cables carry the concrete to the bottom, while the giant shovels are continually excavating well in advance of the concrete construction workers. Hundreds of men are employed on the various kinds of work going on simultaneously, and the whole place is as busy as a beehive in flower time.

Profiting from the experience of our Allies, the Administration established a strict censorship on all government activities from the outset of the war. For obvious reasons this is necessary to keep as much information as possible from getting to the enemy. Mr. Bailey is the first artist accorded the privilege of sketching many of the activities that are helping to win the war. With government passes he has visited navy yards,

arsenals, ship-building and other plants, and with an accurate eye for details and an artistic sense of composition has graphically portrayed the various industries. LESLIE'S will present Bailey drawings for several weeks and from them the public can appreciate the stupendous task which is before the Government and understand how the Liberty Loan appropriations are being spent. Mr. Bailey's sketches are authentic and his information correct, for they have been passed by the Naval Censor as well as by the Committee on Public Information.

Ever since we entered the war Uncle Sam has been criticised for moving too slowly, but Mr. Bailey's testimony refutes this rumor. His plans to obtain interesting pictures were frequently upset by the fact that work would be completed overnight and on his arrival in the morning the ship or gun he wished to sketch would be on its way to Berlin—or at least figuratively. A peace-loving nation that has allowed its fighting apparatus to rust from disuse must, of necessity, lose some time in cleaning away the rust, polishing the brasses and oiling the cogs that the machinery may run smoothly and with the greatest efficiency. That we have succeeded is shown by the praise of our war-worn Allies, who have learned to prepare for the enemy in the shortest possible time.

LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

Edited by JOHN A. SLEICHER

"Stand by the Flag; In God we trust"

Entered as Second-Class Mail Matter, Post Office, New York, N. Y.

CXXV SATURDAY, NOVEMBER 10, 1917 No. 3244

Our Passion!

By Ex-SENATOR SUTHERLAND, of Utah

IF I were asked to name the characteristic which more than any other distinguishes our present-day political institutions, I am not sure that I should not answer, "The passion of making laws." There are 48 small or moderate-sized legislative bodies in the United States engaged a good deal of the time, and one very large national legislature working overtime, at this amiable occupation, their combined output being not far from 15,000 statutes each year. The prevailing obsession seems to be that statutes, like the crops, enrich the country in proportion to their volume. Unfortunately for this notion, however, the average legislator does not always know what he is sowing, and the harvest which frequently results is made up of strange and unexpected plants whose appearance is as astonishing to the legislator as it is disconcerting to his constituents.

Why Prices Soar

THE sugar famine which has the section north of Savannah and east of Pittsburgh in its grip cannot be blamed upon the so-called "Sugar Trust." The Food Administration places it squarely on the shoulders of consumers and manufacturers of candies and sweets, both of whom failed to heed the warnings to economize until the new crop was available. The urgent demand from Washington last summer that housewives should can as much food as possible had much to do with the increased consumption of sugar; that fact has been overlooked. But it is clear that retailers, who have not had to pay the fractional part of a cent more for sugar, are now getting whatever they can squeeze from the public.

The big corporation cartooned as a bloated individual covered with dollar-marks is no longer held responsible for the rise in prices. A typical present-day cartoon in the *Knickerbocker Press*, of Albany, represents abnormal prices as a hog mounting a ladder, while Mr. Hoover, bound by Congressional limitations, is unable to reach him. A wise bird in the picture remarks, "If Congress had given Hoover as much power over producers and retailers as over wholesalers, he might be able to catch the pig!" This view of "high prices" aptly expresses the idea we have taken, but for which we have often been assailed. Should retailers continue in their refusal to cooperate with wholesalers in keeping prices down, Congress will be asked in December to give the Food Administration the same authority over retailers that it now exercises over wholesalers.

The National Chamber of Commerce, in its annual session, held that if prices were regulated in the case of one commodity, they should be regulated in the case of every other essential. This England is now doing with all the principal foods, with the result that prices, excepting for butter and eggs, are lower there than here. The principle on which the British Government acts is not to fix maximum prices on any food commodity until it is in a position to control the

whole supply from the field of production to the counter. If a deficit results, the Government makes it good.

High as prices are, it may be some consolation to know that they are still below the Civil War records: Sugar then sold for \$58 a barrel, rice at \$31.38 a barrel, tobacco at more than double the present price and tea at over \$100 for a 25-pound chest as compared with the present price of about \$20. Coffee was then four times as high as it is at present. If the difficulty in getting hold of sugar makes the American people realize we are at war, and inspires in them a willingness to follow Mr. Hoover's suggestions to economizing in the use of certain foods, it will have accomplished some good.

While complaining of food scarcity, it is well for our people to know how little food others have. The German ration contains .41 of a pound of body-building protein as compared with 1.08 in the standard ration. The German ration is not sufficient to maintain bodily health and vigor, but the civil population in the occupied districts of France and Belgium have to exist on even less than this.

We are learning by experience what the appalling war means to us, as well as to others. Our lessons in self-sacrifice have only begun. They serve to stimulate our patriotism and fortify our determination to win at all costs the struggle for the supremacy of the right.

That Mythical Postal Subsidy

THE damnable power of iteration" to which the late Charles A. Dana of the *New York Sun* once alluded is shown in the belief created in many minds that newspapers and magazines have enjoyed a vast subsidy from the Post Office Department. The accusation has been made so repeatedly that this "second-class matter," as it is called, costs the Government anywhere from \$30,000,000 to \$90,000,000 that many believe it.

If newspapers and magazines, sent under "second-class" low rates, are responsible for postal deficits, then these deficits should increase as the tonnage of newspapers and magazines has increased. What are the facts? In 1870, the postal deficit was 21.4 per cent. of the department's turnover. In 1880, one year after "second-class" matter was put on the pound rate basis, the deficit was only 9.6 per cent. In 1885, the pound rate on periodicals was reduced from two cents to one cent a pound, resulting in a phenomenal increase in the volume of "second-class" matter. Yet in 1900 and 1901, the deficits had been reduced respectively to 5.2 per cent. and 3.41. In 1902, the deficit was only 2.4 per cent., and would have been wiped out altogether but for a new item—\$4,000,000 for rural free delivery. Every year since then, there has been a postal surplus, outside of the increasing expenditures of the non-profitable rural free delivery.

The fact that the postal deficit has been reduced while "second-class" matter has been increased from 51,000,000 pounds in 1879 to 1,200,000,000 pounds annually, doesn't justify the conclusion that the "second-class" matter is an expense to the Government, but it does prove that newspapers and magazines add enormously to the profitable first-class mail revenues. Periodicals are the most profitable customers of the Post Office Department. For example, one representative magazine in four months paid the Government only \$8,676 for "second-class" mail, but in the same period, it bought over \$20,000 worth of two-cent stamps, over \$24,000 worth of one-cent stamps and paid parcel post charges of over \$3,000. In these four months eight hundred advertisers paid this magazine \$99,800—a charge the advertisers could afford only because of the business the magazine created for them, all being operations which required the purchase of hundreds of thousands of two-cent stamps, at a large profit to the Government.

The profitable "first-class" business generated for the Post Office Department by newspaper and magazine advertising is the most significant

explanation of the decrease in the postal deficit from year to year, in spite of the enormous increase in "second-class" matter, under which designation the periodicals are included.

Let the public study these facts and figures in all fairness to the publishers, whose side of the question has been so little understood.

The Plain Truth

PATRIOTIC! It was splendid evidence of inspiring patriotism that the officers in the training camp at Plattsburg, N. Y., raised \$1,750,000, instead of the \$547,000 originally undertaken, in their subscriptions to the Liberty Loan. Many grave sacrifices were made by these subscribers in the hope that the soldiers' subscriptions would inspire the civilian population to respond without stint to the nation's need. All honor to the generous heroes of Plattsburg!

CORN! Is corn or is cotton, king? One of the enlightening results of the temporary sugar famine will be to call attention to the value of sugar and syrup made from the greatest American staple—corn. Some time ago a sensational food expert denounced corn sugar, familiarly known as glucose, as unhealthy. As a matter of fact, while not as sweet as cane sugar, it is equally healthful and palatable, and in the form of dextrin may be used by diabetic patients when ordinary sugar has to be avoided. S. F. Evans, head of the corn and oats division of the Food Administration, comes forward with the timely suggestion that housekeepers use corn sugar and syrup to overcome the existing sugar famine. The products of corn are abundant and comparatively cheap. "If the housekeeper," says Mr. Evans, "will mix one part of cane (white) sugar with three parts of corn syrup, she will get exactly the same results as she now gets by using all parts of cane sugar." Thus is war teaching us its useful lessons in our domestic economy.

TRAITORS! If the traditional saying concerning the ingratitude of republics be true, it is equally true that republics show great patience towards those guilty of sedition. An autocracy acts swiftly as soon as it sees a cloud the size of one's hand. A republic too often waits until the thundercloud has gathered its full force. Men are at large in the United States today, expressing views against the Government on printed page and by spoken word, who would long ago have been suppressed, imprisoned, or executed by an autocratic power. In the view of many the time has come when somebody ought to be executed as a lesson to those who are brazenly giving aid and comfort to the enemy. Whether it be seditious utterances in Congress or in the press, or overt acts such as the recent crippling of two former German liners just as they were about to put out to sea, the malignant spirit of treason is the same. All who are thus guilty should be made to walk the same plank. The action of the Navy Department in turning over to the Department of Justice an officer accused of being a spy is regretted. Summary justice in a drumhead court martial should dispose of every such case.

DANGEROUS! The proposal to unionize Federal employees and to affiliate these unions with the American Federation of Labor, which is said to have the sanction of President Wilson, would put the whole of the Government's civil service at the mercy of the unions. When Col. Roosevelt was President the attempt was made to unionize the Government printing office, but President Roosevelt, sensing the great danger to the Federal Government, insisted that no Government employee should be subjected to a divided allegiance. This was fair to all printers. If the 600,000 civil employees were organized, swearing to their unions first allegiance, they might stop all the wheels of the Government at any time. Postal employees, if organized, could in a single day paralyze business and upset the orderly life of the nation. The recent threatened strike by unionized firemen and policemen in the Socialistically governed city of Schenectady, N. Y., illustrates on a small scale what the Federal Government would meet on a nation-wide scale if its 600,000 employees were organized into branches of the American Federation of Labor. In saying this we do not wish to be understood as opposing the right of labor in industry to organize. The Government service, however, is on an entirely different plane from a private enterprise. It serves all the people without any distinction whatsoever. It is unfortunate whenever the wheels of a private industry are stopped, but it would be nothing short of a national calamity for the wheels of the Federal Government to be blocked even for a single day. Those who work for the Government are more and more being protected as civil service is being extended.

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Can We Fly to Victory?

The Stirring Story of Military Aviation in the Great War

By FREDERIC W. ZINN
of the French Aviation Corps

EDITOR'S NOTE: In this and succeeding issues Leslie's gives to its readers the most comprehensive and thrilling account of military aviation that has been published in America. The war articles of Frederic W. Zinn, formerly of the Foreign Legion, but now one of the famous members of the French Aviation Corps, have been widely praised by Leslie's readers, and in this series on air operations and air problems Mr. Zinn again gives to America material of inestimable value.

It has never been a secret that the French were unprepared for this war. They had the men and the courage, as later events so well proved, but there were many serious faults in their army's organization and equipment. They lacked, not only munitions, but also machine-guns, heavy artillery and a hundred other things which, even then, were recognized as essentials and which formed a regular part of the peace-time equipment of the German army.

The blame for this condition of affairs rested neither with the Army nor with the Ministry of War, but, exactly as it was in the United States, the people themselves were responsible. Peace-loving themselves, they could not conceive the possibility of another nation wanting war. An ever-increasing majority looked on military service as a pure waste of time, and on army appropriations as a needless expenditure. This latter idea, actively expressed through representatives in the Chamber of Deputies, forced the Army into a policy of economy which, eventually, proved to be terribly costly in money and lives.

The effect that such a régime would have on the development of an aviation service is obvious. When war broke out France had a few good military aviators and a few serviceable airplanes, but the number was wholly inadequate to meet the needs of war.

The Call for Airplanes

With the first shock came the awakening; as soon as it became apparent that the war was to be a matter of months instead of weeks the army energetically set about the task of making good the deficiency. As a foundation for the work of training pilots, there were in France some half dozen civilian aviation schools, wholly insufficient in size and equipment, but, at least, affording a basis from which to start. Officers of known administrative ability, who had seen service in the original flying corps, were called from the front and given charge of these schools. In contrast to the pre-war policy, money was now spent without stint. The best engineering brains of the country began to study the means of improving military airplanes and producing them in quantity. The problem at first was to supply with the utmost haste the immediate needs of the army; the one cry from the front was "Hurry!" Airplane factories were enlarged and production forced up; aviation schools began to turn out pilots in increasing numbers. Nothing was said about quality, either of men or machines; the work on the front was pressing but not difficult. There was no specialization, no fast fighting machines to be fought off, and anti-aircraft guns were a negligible quantity. In those days the pilot's work was to take up an observer for an hour of reconnaissance and to bring him safely back; any man who could land a machine without wrecking it was a qualified aviator. If he met an enemy bound on a mission similar to his own they would often pass with a friendly wave of the hand, or, if the two observers were spitefully inclined, they might ex-

change a few ineffectual shots with their carbines. Judged by present standards, the life of an aviator in those days was a happy dream.

The Famous Fokker

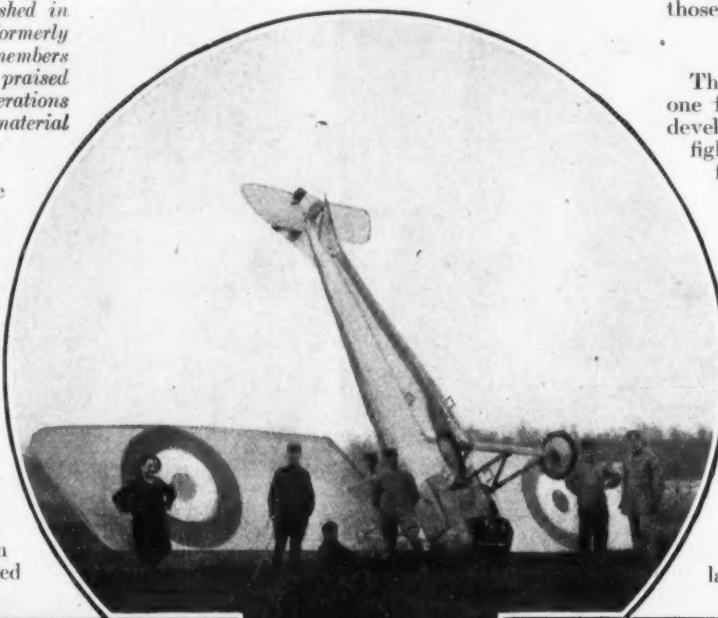
The thing that revolutionized military aviation, the one factor that was responsible for the tremendous development that followed, was the advent of the purely fighting machine, the *avion de chasse*. Although not the first, and never the best, the type of *avion de chasse* that achieved the widest reputation in America, and in other then-neutral countries, was the German Fokker. The Fokker is interesting, because it will go down in history as an unparalleled example of German "cleverness," and because it will stand as an everlasting monument to the effectiveness of German propaganda. Incidentally, from wheels to wing tip, the Fokker is a French invention. It was Roland Garros, a French aviator, who was unwittingly and unwillingly the father of it. Before the war, Garros had achieved fame as an exhibition pilot and as winner of long-distance competitions. The airplane he used in most of his exhibition work was the Morane-Saulnier, a small, fast, single-seater, of French design and manufacture; Garros himself had contributed largely to its development.

At the outbreak of the war, Garros went to the front as a military aviator. In those first weeks there was little service that could be rendered by a one-man machine, so most of his early work was on a slow, heavy machine which could carry an observer. When the opposing observers began to make use of machine guns, and aerial battles became more serious, the advantage of more speed and greater "flexibility" in airplanes became apparent. The little Morane-Saulnier possessed both these qualities, but as it was incapable of carrying a machine-gunner, and the pilot must use both his hands and feet in controlling the machine, there seemed to be no way of putting it to use. It was Garros who conceived the idea of applying the "torpedo tube principle" to an airplane—mounting the machine-gun fixedly to the frame, and aiming by pointing the whole airplane, just as a torpedo is aimed by turning the ship. He arranged the gun so it could be fired by pressing a little lever conveniently placed on the control column. The portions of the propeller-blades that passed in front of the gun-muzzle were protected by narrow strips of armor, so that the small percentage of bullets that struck the propeller glanced harmlessly off. This latter detail was later improved, but the idea itself has never changed, and today forms the basic principle of the *avion de chasse*.

But it was the irony of fate that the enemy, and not Garros, reaped the first benefits of his invention; on one of his first trips over the line his motor "quit," and he was forced to volplane down behind the German trenches. He was unable to set fire to his machine, and when he was made prisoner it was captured intact by the Germans.

At this point Fokker entered the scene. By birth he was a Hollander, but by adoption a German; he had built a semi-successful exhibition plane, and was proprietor of a small airplane factory in Germany. At this period German engineers and airplane builders were occupied with larger machines. They had no use for "wasps," so Garros's Morane-Saulnier was passed over to the almost unknown Fokker to experiment with. Fokker built an exact copy of the machine and named it after himself. Then some member of the German High Command awoke

(Continued on page 664)



A GERMAN AVIATION PRISONER

This German observer was captured on his first trip over the lines. He had been three times wounded in the infantry and had gone into aviation because he was unfit for other service.

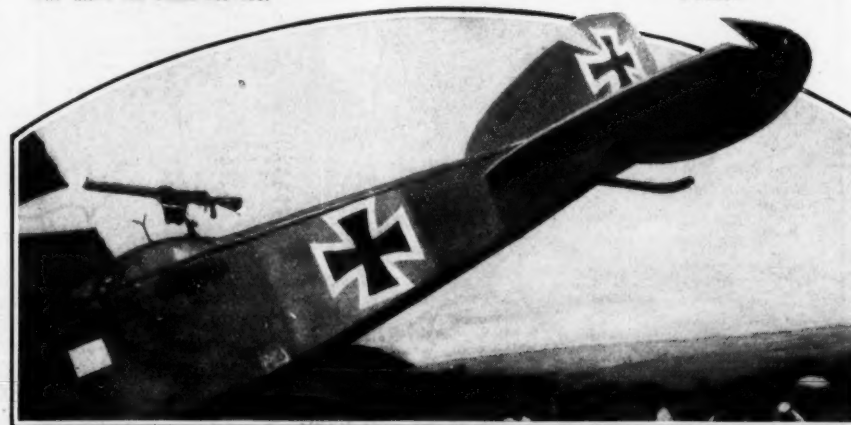
OUT OF ACTION

The speed and construction of the Morane makes landings delicate. The Morane-Saulnier, from which the Fokker was copied, is similar to this, but instead of having the parasol effect the wings are on a level with the middle of the fuselage. The machine seen above turned over on its back when a poor landing ground loomed up.



MOUNTING AN AEROPLANE CAMERA

This camera, which is over five feet long, is larger than the type ordinarily used. It serves for a sort of work that can not here be described. The men call it the "Vest Pocket."



A PLEASING VIEW OF A GERMAN AIRPLANE

The picture shows the tail of a German machine and the black crosses, the distinctive German markings. The crosses on this machine are clearer than on some others. On the fighting machines they often make the crosses very small and surround them by a wide circle. This marking is difficult to distinguish from the French "cocards"—that is why they use it.

Germans Drive Back Italians

ONCE more Germany has come to the rescue of Austria. The recent offensive on the Isonzo front, which to date has resulted in the capture of tens of thousands of Italian prisoners and many big guns, was undertaken under German direction and backed up by German resources in men and ammunition. Apparently the larger part of the recent Italian gains have been wiped out and in some places General Cadorna's armies have been forced back across their own frontier. The Germans claim the capture of 100,000 prisoners and more than 700 guns. The Italians admit that they were compelled to evacuate the Bainsizza Plateau. It is now reported that the Italian line has broken. The actuating motives of this offensive seem to have been political as well as military. There has been increasing unrest in Italy over the shortage of food supplies and the Government's vigorous suppression of labor disturbances. The Socialists have been making trouble in all parts of the country and openly threaten revolution. One of the first results of the German success was the fall of the Italian cabinet following a legislative vote of lack of confidence. The Italian Government is going to need all the help the Allies can give it during the next few months, and there is no doubt that the German attack was undertaken with some hope of forcing Italy into a separate peace. It is for the Allies to see that no faction in Italy can reasonably maintain that the Allies have failed to give their country energetic support.

Germans Shorten Lines Near Riga

The Germans have now thoroughly consolidated their conquest of the islands commanding the entrance to the Gulf of Riga and appear to have given up all idea of a further advance, if indeed they ever seriously considered the attempt. They have materially shortened their advance lines before Riga and it seems likely that the German reserves for the Isonzo offensive came from the east.

What the Germans accomplished by their land and sea operations in the Baltic was to clinch their hold on Riga and to occupy advantageous positions for a possible drive on Petrograd next spring. They will probably be content to remain inactive in the east during the rest of the winter, if permitted to do so by the Russians. In other words, their recent Baltic operations were essentially defensive measures, with of course a look ahead to a possible offensive in the spring. For a long time past we have had no news of activity on the Galician and Roumanian fronts and we no longer hear rumors of a drive on Odessa. The fact seems to be that the Germans are able to gain almost anywhere they wish in the East, but are kept too busy by Allied pressure on the Western front to spare the men and ammunition necessary for really big eastern operations.

Grave Unrest in Ireland

Recent news from Ireland is disquieting, and we may be sure that the censorship has not permitted us to know all that is happening there. The Sinn Fein movement seems to be rapidly gaining strength and the British authorities are having difficulty in maintaining order without resort to martial law. It is certainly a very trying situation. The British Government has high hopes that the Irish convention, which is still in session, will ultimately work out some kind of a practical Home Rule plan, acceptable to the major of the contending factions. In the meantime, however, the Sinn Fein, which refuses to have anything to do with the convention, has been rapidly gaining recruits as a result of the convention's long delay. Recently one of the leaders of the Dublin insurrection, not long released from prison, was elected to the presidency of the Sinn Fein. He is known to be still an advocate of armed resistance to British rule. The Sinn Fein, simultaneously with the election of this rev-

A Week of the War

By HENRY FARRAND GRIFFIN



© FARRAND & GRIFFIN

RAISING THE SECOND LIBERTY LOAN

The country came to the front in splendid shape, on the second loan and passed the maximum amount of \$5,000,000,000 many hours before the loan closed. In New York city 35,000 bondholders paraded on October 25th. The British tank above, which was manned by wounded British soldiers, was the feature of the parade as it chugged up Fifth Avenue at the rate of 8 gallons of gasoline to the mile.

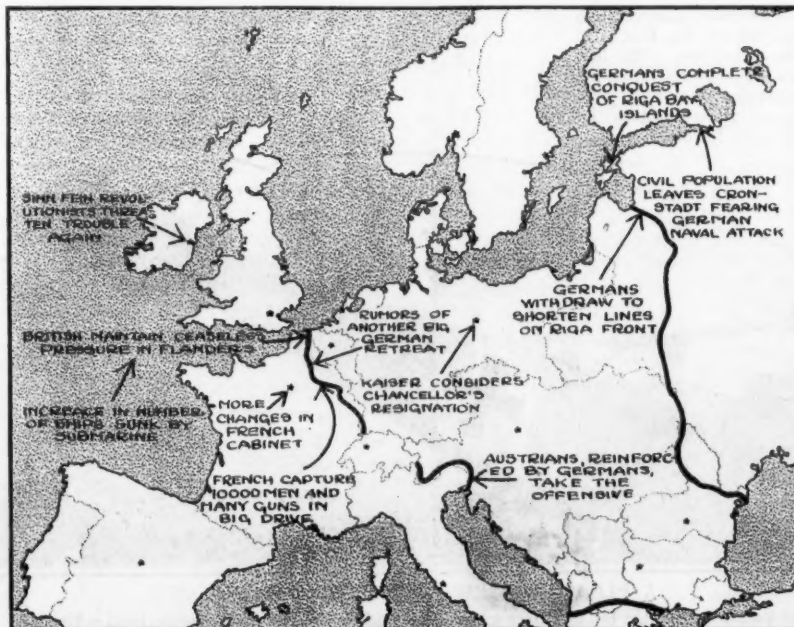
olutionist as its leader, went on record as favoring the arming of its members. This despite the fact that the British authorities have been making a house to house search throughout the country for arms and have

announced that they will not tolerate the drilling of revolutionists along the lines that resulted in the Dublin insurrection. One of the things which has caused the Sinn Fein movement to grow so rapidly is the report that the British Government intends to introduce conscription in Ireland after the convention has announced its plans for Home Rule. The whole situation is of such a threatening nature that the British authorities have been increasing garrisons and artillery organizations stationed in Ireland. This, of course, comes at a time when both men and guns are badly needed on the Western front.

All Signs Point to a German Retreat on the Western Front

Every week it becomes clearer that a great German retreat on the Western front cannot be much longer delayed. The enemy may be able to hold out until next spring. He may not dare risk a disastrous collapse by trying to delay so long. Much depends upon weather conditions. But even though a retreat be delayed for months, in the end it seems inevitable. And no victories the Germans win in Russia or Italy can conceal the peril that threatens them on the Western front. The British cling tenaciously to their gains in Flanders and pound their way slowly but surely forward. The French in the Aisne have gained so sweeping a victory that the German hold on Laon is seriously threatened. And month by month our regiments are pouring across the Atlantic to increase the great American army now under training in France. The first appearance of American troops on the firing line has been reported, amid great rejoicing by the Allies. One of the most interesting subjects of speculation at the present time is the point at which the American armies have taken up the offensive. The recent French attacks in the Aisne are perhaps significant in this regard. They seem to point to a return to the original strategy of this spring's campaign. It will be recalled that the first major spring offensive was a combined British and French attack on two extremities of the great German salient extending from the vicinity of Lille to Laon. The British in the Battle of Arras made considerable progress in the beginning, but the French attack in the Aisne was speedily checked with such disastrous losses that the morale of the French armies was for the time being seriously impaired. As soon as it became evident that the French were not going to be able to carry out their share of this ambitious project the series of British offensives known as the Battle of Arras gradually dwindled into desultory fighting. Then a long period of inactivity intervened, followed by what looked like a complete change of plan—a series of energetic offensives all concentrated in the Ypres sector.

The recent French drive in the Aisne is in effect a return to the original strategy of the spring—with this difference, that the British are now exerting their pressure from Ypres instead of from Arras. There is probably no practical plan of operation which could promise such satisfactory results as the pinching of the Germans out of their big salient in northern France. Therefore we may reasonably expect that during the coming fall, winter and spring the Allied attacks will be concentrated at these two points: the Ypres sector and the Aisne. The British armies have suffered far less serious losses than the French, and if the American forces are soon to be thrown into action it seems logical to believe that they will cooperate with the French somewhere near Laon. The junction between the French and British lines is now somewhere above Soissons, not far to the northwest of the scene of the latest French offensive in the Aisne. There is a salient within a salient in the present German lines in this vicinity. If we were to guess on the most probable point for the American troops on the fighting line, we would suggest that it would be not far from La Frère.



NEW SALIENTS ON THE MAP OF EUROPE

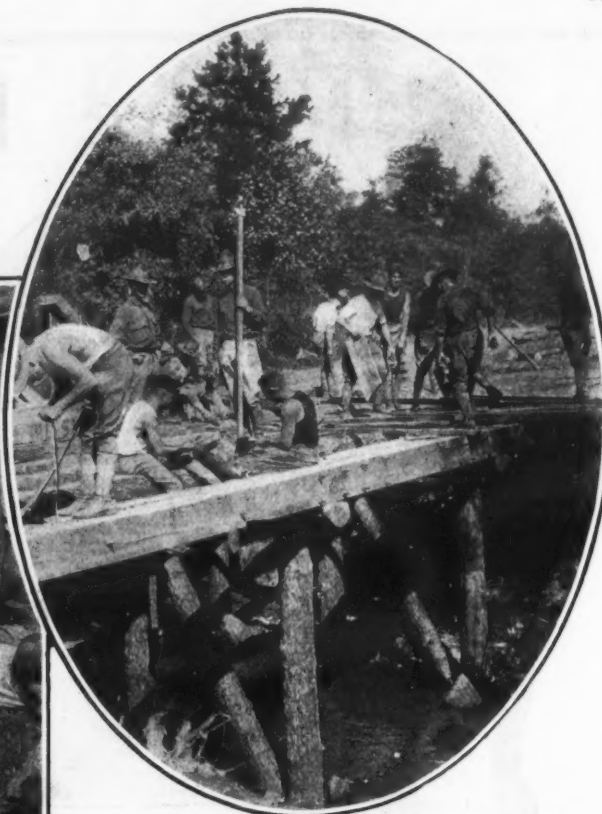
Hard Work for the National Guard

Exclusive Pictures by JAMES H. HARE, Staff War Photographer



FIRST-AID INSTRUCTION

While much of the demonstration work in first aid is done on perfectly healthy and unscratched "subjects," the average concentration camp produces many minor injury cases that give surgeons full opportunity to demonstrate what to do and how to do it. This and other pictures on this page were taken at Camp Sevier, made up of Guardsmen from Tennessee and the Carolinas.



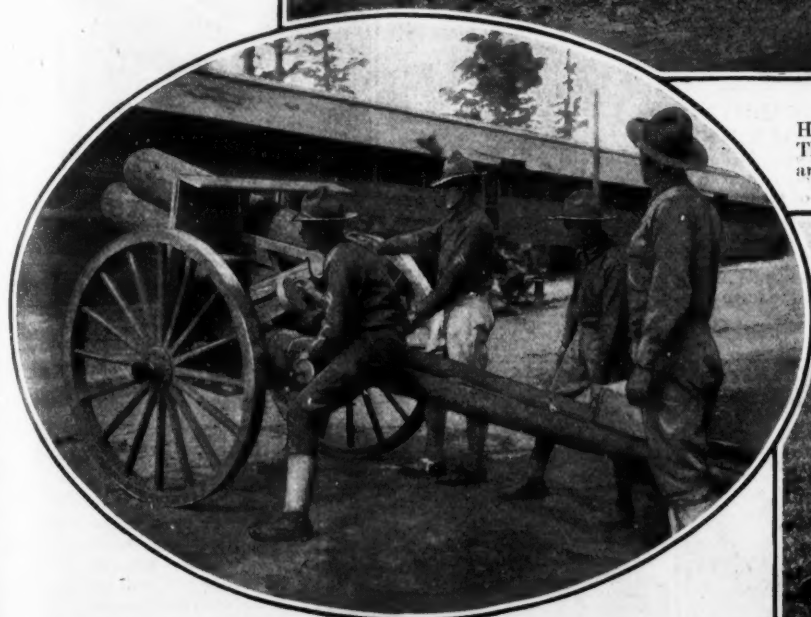
ENGINEERS BUILDING A SNAKE ROAD

The devastating effect of shell fire in modern warfare has thrown greater responsibility on the Engineers' Corps than ever before and officers and men are among the hardest-worked soldiers in an army. The company above is throwing a bridge across a stream to allow the artillery and baggage train to cross. This is not a light, temporary bridge but a well-timbered structure built to stand the wear which a military road receives.



STRAIGHTENING A MOUNTAIN ROAD

Here the Engineering Corps is cutting off an unnecessary detour. The shortest distance between two points being a straight line, the army engineer endeavors to stick to this law as far as is possible.



BRYANIZED HOWITZERS

In the dim past one William J. Bryan said that if war came a million men would spring to arms overnight, so why worry? America didn't worry. The war came, and a million men sprang to arms. Here is one of the "overnight" howitzers, one of the arms to which they sprang. Our soldiers have an unlimited number of these guns. They are fairly simple to manufacture and operate.



LEARNING THE WAY TO USE A GUN BUTT

The modern infantryman handles his rifle with the ease of a drum-major on parade. Time was when the butt was used as a clumsy club and the bayonet was only a knife on a stick, but the clever drill-master has worked out an intricate manual that gives the trained soldier many ways of fencing with his weapon.

The Roll of Honor



AMBULANCE MAN WINS WAR CROSS

Harwood B. Day of Providence, Rhode Island, has been awarded the Croix de Guerre for removing wounded under heavy shell fire. Mr. Day is serving his second enlistment and has seen service on the Flanders and French fronts.



CLARENCE HOLTHAUS



ALFRED HOLTHAUS

THREE SONS FOR HER COUNTRY

Mrs. Elizabeth Holthaus of 2989 W. McMicken Avenue, Cincinnati, Ohio, has given her three sons to her country's service. John Holthaus is with the 166th Infantry, while Clarence and Alfred Holthaus are in France with the Regulars. Mrs. Holthaus, who is a widow, is a regular subscriber to LESLIE'S.



JOHN HOLTHAUS

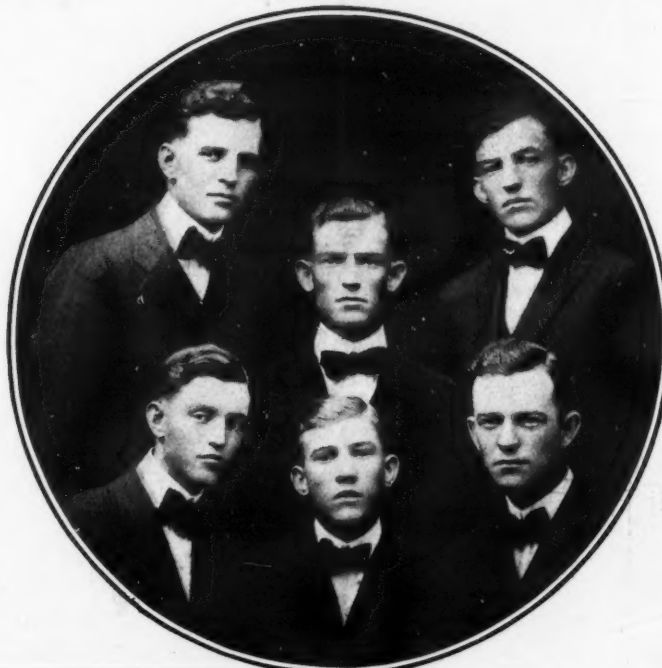


MRS. ELIZABETH HOLTHAUS



WEARS CROIX DE GUERRE

Frank A. Farnham 2d of Providence, Rhode Island, now wears the War Cross for bravery in removing wounded under heavy fire and gas attacks. He is a friend of Harwood B. Day and served with him on the Verdun front.



SIX SONS FOR THE ARMY

"And if I wasn't too old I'd go give the Kaiser a swat myself," said Thomas L. Grimes of Merkel, Texas, father of five sons already in the army and a sixth standing as the sixth man on the next call of the selective draft. Four of the sons volunteered, one at the age of sixteen. One (Robert) is a first lieutenant in the medical corps. The brothers, reading from left to right, bottom row, are Ennis, 22; Stuart, 16; Robert, 28. Top row, Dee, 26; Luther, 24; Emmet, 22. Emmet and Ennis are twins. Dee is the next to go and says he is ready, and to use a Texas expression, "rearing" to go.



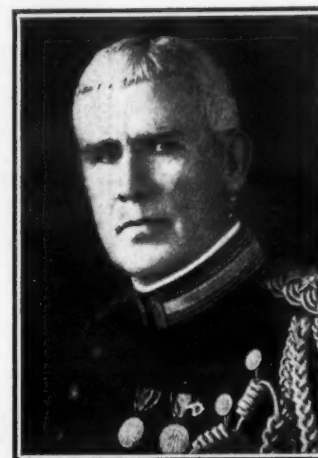
AN AMERICAN "ACE"

Major Frederick Libby of the British Flying Corps is now in this country in response to a call for skilled aviators to train American pilots. Born in Colorado he enlisted in the Canadian Expeditionary Force and drove a motor truck in France until wounded. Later he entered the aviation corps, brought down 10 Germans and won his military cross while still a probationary observer. As a pilot he became a captain and later a squadron commander and is credited with bringing down 22 enemies.



FIVE SONS IN THE SERVICE

Mr. and Mrs. J. S. Wade of New Harmony, Indiana, are the parents of five sons in the service. From left to right Captain John C. Wade, Captain Chauncey C. Wade, Frederick S. Wade, U. S. Navy, Sergeant Harry Wade, U. S. Army, and Walter Wade of the Marine Corps. All are veterans of several years' service.



WINS WAR CROSS

Brig.-Gen. George B. Duncan was the first American officer to receive the French war cross for his work as observation officer in forward artillery posts in the recent Verdun offensive. A piece of shrapnel struck his steel hat while he was at his post. Congressional action is necessary before he can accept the decoration of the French government, and a bill will be introduced to allow our soldiers to wear foreign decorations. Major Campbell King, General Duncan's companion at the front, has been decorated also.

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Siberian Prison Camps

By HUGH A. MORAN

AFTER weeks of waiting, the call came to me to leave my work among the students of America and to go to Siberia as a representative of the Young Men's Christian Association to work among the Austrian, Hungarian and German prisoners.

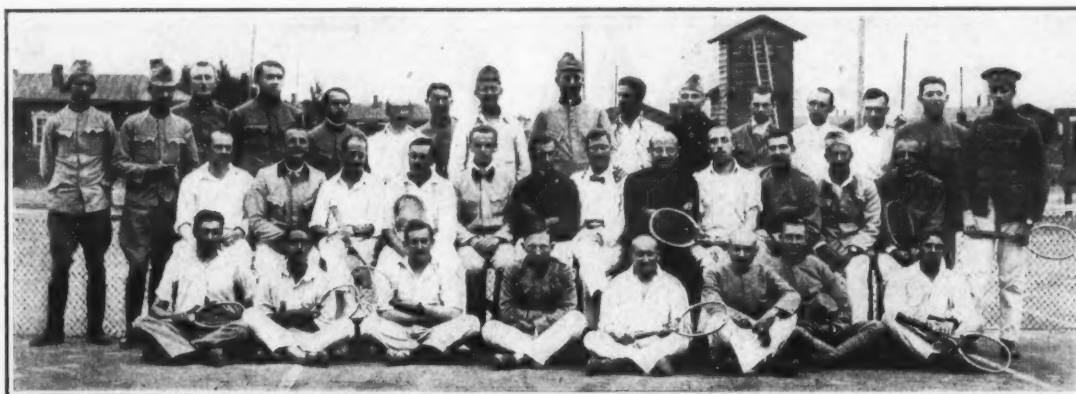
After several weeks of field service in the camps along the Transsiberian Railway, during which I visited one camp with 18,000 prisoners, I found myself in the particularly depressing camp at —, situated in open pine woods, overlooking the Uda River, with a magnificent stretch of rocky mountains in the distance, but, nevertheless, a bleak and dreary place in which to be confined.

The prison was made up of stone barracks converted from warehouses, each house containing a thousand men. The buildings were so dark inside that one could scarcely see his hand before his face at noon. The men slept upon double or treble decks, on hard boards without mattresses, in most cases lacking also blanket or overcoat. The sanitary arrangements were crude and there was no water with which to wash. The prisoners had been dropped off the railroad here because there was no other place to put them, and the Russian authorities, with the best intentions, were unprepared to care for them.

I found the hospital full of tuberculosis, pneumonia and scurvy cases. Altogether, conditions were so bad that something had to be done immediately or a terrific death rate would result. So I organized an executive committee, which, with a young Russian officer and myself, shouldered responsibility for all organized activity in the camp.

We appointed a welfare committee which should take charge of the kitchen for invalids, shops for tailoring, boot-making, carpentering and other forms of work that might be undertaken. Also, it was understood that no other organization should interfere with our work. Next we formed the school committee, the sport committee, the library committee, the committee for buildings and grounds and finally the religious committee. The latter consisted of representatives of the Roman Catholic, the German Lutheran, the Hungarian Evangelical, the Hebrew and the Mohammedan faiths.

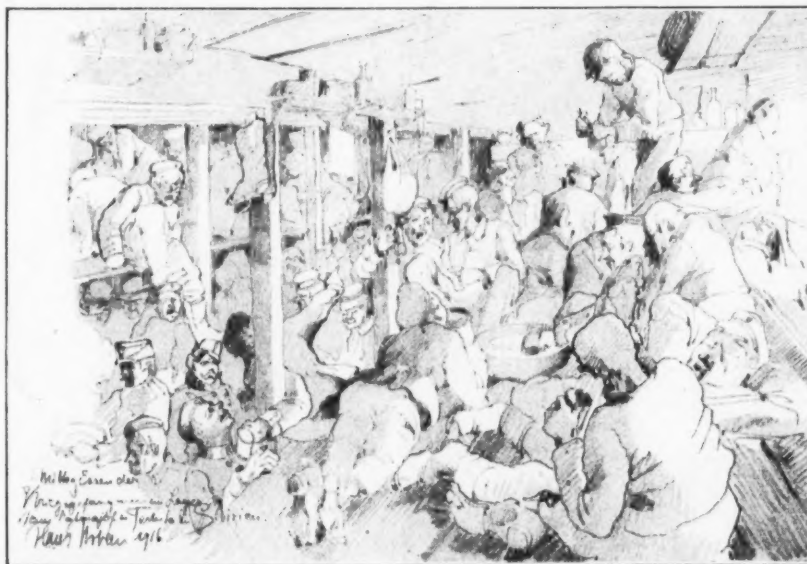
On the eighth day after my first visit to the camp, we opened our kitchen in which we fed from 190 to 200 men per day, some of them men of the student class who were able to pay for their special fare, but the majority were invalids or men of weak constitution who were unable to subsist on the food provided. A fresh list of invalids was made out every two weeks on recommendation of the camp physician, and the money for their care was provided in part by friends from home or the Young Men's Christian Association, but chiefly from Red Cross or official sources. Some six or eight months after the opening of this kitchen, the camp physician informed me that whereas before its opening there had been a



ATHLETES IN SIBERIA

This group, composed of Austrian, Hungarian and German officers made prisoners by the Russians,

and held in a Siberian camp, contains several of the foremost athletes of Mittel-Europa.



DINNER TIME WITH PRISONERS OF WAR

Interior of a brick barrack for prisoners of war in Siberia, drawn by Hans Urban, one of the prisoners. The men sleep on the hard boards, often without blanket or mattress, laid out in rows, like sardines. They also eat in the same barracks, each group carrying their food in a dish-pan from a central kitchen. Secretaries of the Young Men's Christian Association have delivered many thousands of blankets and straw sacks for the prisoners' beds, and have started in many of the camp kitchens where the weak and invalids can get a special diet, and where also those who have money to buy can have a comfortable meal in a proper dining-room.



SIBERIA GIVES UP RUSSIAN PRISONERS

A group of Siberian convicts, including bandits, murderers, and every sort of criminals, is seen above. Immediately following the Revolution in Russia, all political prisoners were released, and all criminals had their sentences reduced by half, thus releasing in the Irkutsk military district 100,000 convicts. The group here represented are just out of jail and still wear their winter prison costume, some a sheep gray and some a deep magenta red. They are taking part in the Liberty Day parade, of which the convicts' section was the largest of all. The large red banner is inscribed with the Russian words: "V. Sotzialisme Nashe Spasenie." "In Socialism is Our Salvation."

death in the camp almost every day, beginning six weeks after the opening of our kitchen there was not a single death in three months.

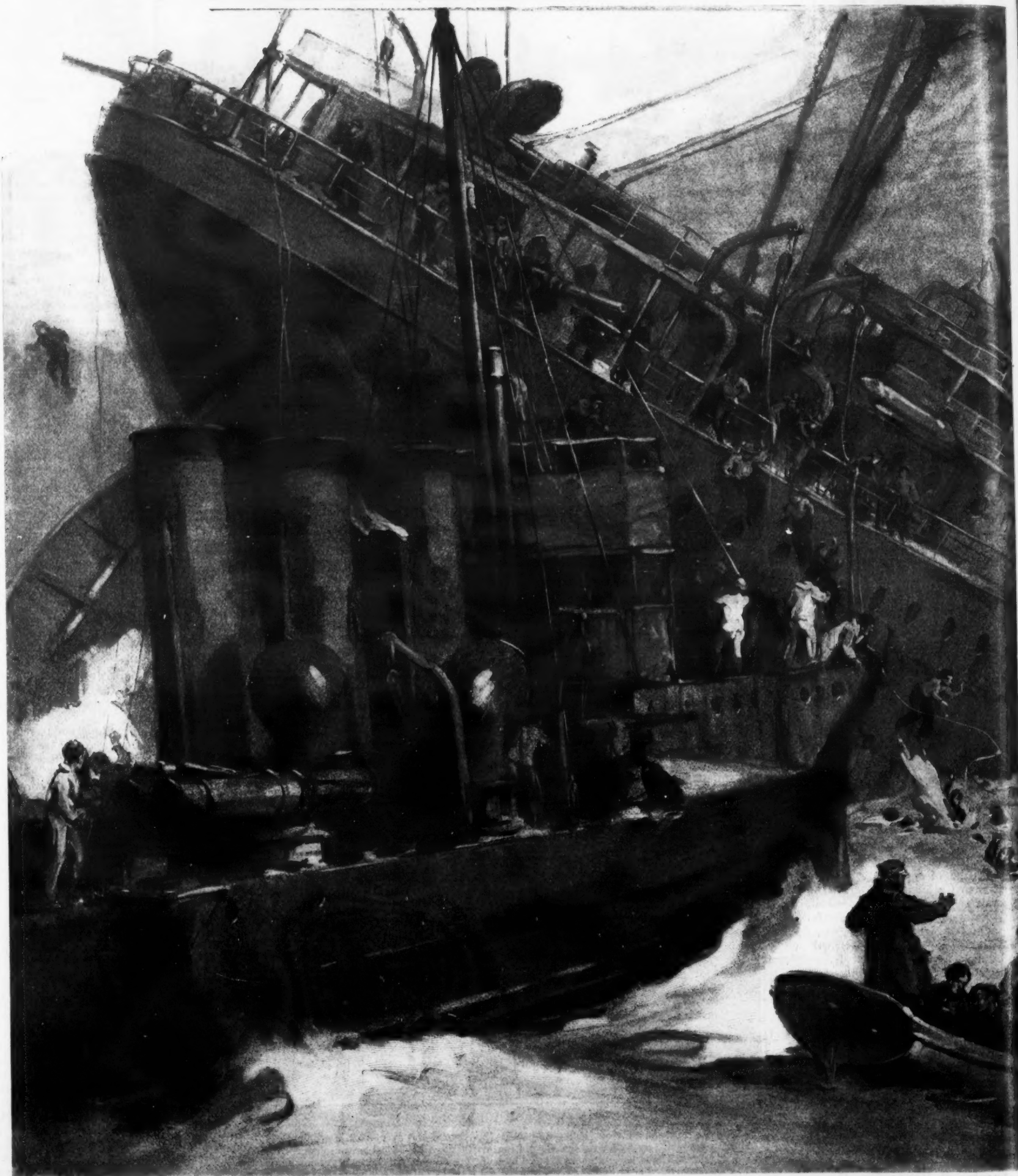
So carefully were accounts kept our kitchen staff knew exactly to the half kopeck (a kopeck was then one-third of a cent) what each meal cost. When I left Siberia we had started in my districts eleven such kitchens and we served in one camp upwards of 68,000 meals per month. So far as I know, most of these kitchens are still in operation. At one time we received twenty-one car loads of foodstuffs through the American Red Cross and the American Embassy service for the prisoners of war, a large part of which was used in these kitchens. The rest was devoted to the hospitals and the general, but temporary, improvement of mess for all prisoners. Though prices have since risen, during last year we were able to give for from 14 to 20 kopecks, (five to eight cents) all a man could eat of a simple fare. A typical meal would be either roast pork or boiled beef, steamed potatoes and mashed carrots and, while the supplies from the American Red Cross lasted, stewed fruit for dessert. Lacking the fruit, spaghetti or rice was substituted. In one camp we cooked 1,500 pounds of potatoes each day in a single huge kettle. The regular Russian fare cost from 9 to 13 kopecks (3 to 6 cents) per head and was seldom varied. It consisted of black bread, with hot water or tea for breakfast; for dinner, which was the only other meal, a stew of beef and potatoes or cabbage, with cassia (steamed buckwheat), black bread, and one lump of sugar per man. This was served in large dish-pans, and five or six men would dip out the food with either a spoon or cup from the common pan.

On the sandy slope and in the pine woods not far from the main camp there was a row of deserted log huts, and above them on the hill half a dozen cabins which had once been occupied by Russian non-commissioned officers. To this point the Russian commandant agreed to let us extend the limits of the camp and equip here a barrack for church service and other quarters for the new organization. These little huts reminded one of deserted negro cabins in the Carolinas. They didn't look worth while saving, but with the enthusiasm we had created one of the prisoners said, "Let us see what we can do with them." So I deposited the necessary funds with the Russian commandant and left for other camps. When I returned a month later, what a transformation!

Four hundred prisoners, many of whom had never done manual labor before in their lives, had volunteered their services in putting these log barracks into shape. Every movable board was taken out of them, they were completely disinfected, scrubbed and whitewashed, and the wooden platforms, known as "pritchins," serving instead of beds, were replaced. As many of the prisoners had left to work on the farms or in the factories of Russia, we then

(Continued on page 666)

The Sinking of the T



he Transport "Antilles"



Drawn for LESLIE'S WEEKLY by L. A. Shafer

THE U-BOAT'S FIRST NAVAL VIC- TIM

For America the war is no longer a remote happening "over there." Germany brought it to our very doors when she sank the transport *Antilles* and 67 American lives were lost. The casualty has served to awaken Americans to the nature of the foe we are fighting, and was the strongest argument needed to stimulate interest in the Liberty Loan. It has also spurred our inventors and ship-builders to further efforts along the line of producing an unsinkable ship. The work of our battle cruisers and destroyers in convoying our troop-ships has won the admiration of the world, and in view of the care taken it is strange that neither a submarine nor the wake of a torpedo was seen. Many think that Germany has invented a torpedo that leaves no visible sign of its presence. It is possible that the transport and her convoying patrols steamed directly over a lurking U-boat which saw them coming, calculated the distance and launched her torpedo without showing more than the very tip of her periscope. That so many lives were lost when the unfortunate transport was hit, was due to the fact that, like the *Lusitania*, the *Antilles* sank rapidly—in less than five minutes. While money can not compensate the families of those who gave their lives, the government has made due provision for them, and families of the men who died or were disabled when the transport was sunk will share in the benefits of the new war insurance act. Americans who have traveled will remember the *Antilles* as one of the Southern Pacific's finest craft. Before being turned over to government service, she ran between New York and New Orleans, and was regarded as one of the most comfortable of the larger coastwise ships.

Salvaging Man Power

The Work of Earl E. Dudding, Who Hopes to Change a Negative Public Opinion to Positive Support of Those Who Need a Fresh Start in Life

By KATHLEEN HILLS



THE HONOR SYSTEM

IS the world growing more tolerant, more forgiving, more helpful to its fallen brother or sister? The answer is in the affirmative by those who have made a study of the problem. The woman who has once taken a misstep is being helped from her knees, and often the infant at her breast is sheltered, clothed and provided for by those who do not believe that the sins of the wicked are visited unto the third and fourth generation, but who, on the contrary, have conceived the more modern, more humane spirit in a doctrine which makes each individual responsible for his or her conduct.

Since the war began, more particularly, has this generous tendency to see the cause behind the fall been apparent, and now such impersonal and intangible elements of "society" and "government" are moving hand in glove to give modern Magdalenes chances to become modern madonnas. These women have paid in full for their error and society regards the debt as cancelled—as in any other transaction in life—and the unmarried mother not infrequently becomes a pillar for lasting good in the society that has not cast the first stone.

And men, who should be the stronger sex, but who fall in proportionately greater numbers according to statistics of every nation, are also having the life-line thrown out to them, with sturdy and willing helpers at the shore-end to pull them to safety and a new life. If you don't believe it ask Earl E. Dudding, an ex-convict and head of the Prisoners' Relief Society, when he reaches your town or city. He is apt to reach your town at any moment, for he is traveling here, there and everywhere in the United States, telling those who have broken man's laws and are paying the price of their transgressions, that society, when they are released, will accept the price they have paid, and, unhampered by convention, as long as they do right will let them get a foot on the lower rung of the ladder of life. They may climb the ladder if they have the mental and moral strength.

Little need be said of Dudding, but lots about his work and that of his associates, Miss Letha Watts and J. W. Koontz, all respected citizens of Huntington, West Virginia. Dudding, like Oscar Wilde, says he "knows not whether laws be right or whether laws be wrong," but in his heart he knows that he is not a criminal, although he paid for shooting in self-defense with five of the best

years of his life, the loss of his fortune, the degradation of his family and ruined health. Then society would not close the deal and receipt the bill. "Beating back" wasn't as picturesque as it had been painted,

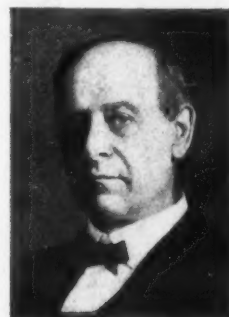
Camp of 300 convicts, 100 miles from prison, the men working on road construction without a keeper or guard present. Putting men on their honor, after most people believe their honor is gone, seems paradoxical, but it has proved the redemption of many a prisoner.



Earl E. Dudding, who has won the gratitude of thousands for his work in salvaging men who have transgressed the laws of society.



Letha Watts, Mr. Dudding's chief assistant, who is devoting her life to the work of giving convicts a second chance.



J. W. Koontz, an unpaid co-worker, who loaned fifty cents with which the Prisoners' Relief Society was started.

town, where was committed the deed which meant either his life or his assailant's, and today the society is prospering despite an ailing treasury. A child with such sturdy constitution doesn't die of an attack of grippe—when able and generous physicians are handy.

As a prisoner, Earl Dudding accomplished much for the benefit of his fellow convicts. It was through his efforts that the whipping post, the "water cure," hanging by the hands and other forms of inhuman punishment were done away with at Moundsville Prison in West Virginia, and a decent hospital installed. Since his liberation he has been active in having cruelties abolished in prisons throughout the country, and the installation of the "honor system" in many penitentiaries has come about through his untiring labor to that end. But not content with helping a man when he is down, this man was zealous to help him after liberation.

When Dudding organized the Prisoners' Relief Society, he wrote 10,000 letters to representative employers of labor in this country, giving them his career and telling them how he had started out to beat the negative public feeling toward liberated prisoners, and to see that the released convict, no matter what his crime, had a chance to go straight when out of jail. Out of the ten thousand persons addressed just one man gave an unequivocal "Yes, I'll help you help others." That that one man is a great man is not surprising. He is Daniel Willard, President of the B. & O. Railroad and chairman of the nation's Advisory Council. Today Dudding has 20,000 employers of labor, representative organizations that are helping the country in its greatest hour of need, willing to take his word as bond for any released convict trying to get on the road to right and respectability. Over 9,000 men from prisons have been sent to these firms and nearly all have proved worthy—according to letters from their employers on file at the main office of the Prisoners' Relief Society at Huntington, West Virginia, and available to any interested person.

The percentage "making good" is so great that it isn't worth while mentioning the ones who slip back. Dudding does not seek to reform a man first. He lets his deeds speak for him. He has no fixed rule or ritual that those he helps must follow; he does not hedge them in with conditions. There's nothing orthodox

or dogmatic about his assistance. No charge is made for aid, no "Hope Hall to enter," no promises of religious affiliation, no degrading work offered, no de-

(Continued on page 663)



STRIPES ABOLISHED

Prisoners starting from Sing Sing prison for work on nearby state roads, in all forms of workmen's garb except the old, familiar prison stripes, now a thing of the past in nearly all states in the Union.

Men Who Are Winning the War

Joseph P. Tumulty, Secretary to the President, Who Rose from Ward Politics to Be National "Trouble Man"

By THOMAS F. LOGAN

"BOY, please page Mr. Tumulty, Secretary to the President!"

"Is he a thin old fellow with a gray beard?"

"No, he's a young man, with blond hair, pink cheeks, and smiling eyes."

No bell-hop would pick out Joseph P. Tumulty from a hotel crowd as the Secretary to the President and ablest adviser of the Wilson Administration. Talk to him ten minutes about domestic or world politics, however, and you will understand his success as the premier interpreter of the present National Government.

From ward politics to the post second in strategic importance in world politics is a long jump, but Mr. Tumulty made it successfully and with ease because of his knowledge of human nature. Human nature is pretty much the same in London and Paris as in the Fifth Ward, Jersey City. It may differ in expression, but not in its bases. Pride, prejudice and passion are affected by the same influences in one part of the globe as in another.

The progressive movement in the Democratic party which gave Woodrow Wilson to the nation as its President had its inception in the West, where progressive movements frequently originate, but it found its practicality in the old Fifth Ward in Jersey City. Against the thousand theorists and dreamers who zealously toyed with the Wilson movement the old Fifth Ward matched its Joseph P. Tumulty, and its faith was vindicated in two national elections.

Today, Joseph P. Tumulty is regarded as the most astute politician in the Democratic party. The side of him that few men outside the inner circle of the Administration know is revealed in his strong piloting of the public's view of American statesmanship in the war. The knowledge of human nature that Mr. Tumulty gained in the Fifth Ward in Jersey City has been one of the most definite influences to determine national policies in the past four years.

Every well-ordered automobile establishment employs a "trouble man." When one of its cars develops a defect, the trouble man is called in, analyzes the defect and prescribes the remedy.

Mr. Tumulty is the trouble doctor of the Wilson Administration. Whenever a defect develops, he is called upon to remedy it. His success is almost a proverb in Washington.

Probably not even the President and his Cabinet realize the full measure of Mr. Tumulty's influence upon national policies. No one has equaled him, excepting William Loeb Jr., under Roosevelt. They know that his advice has always been sound; that he has kept close to the pulse of public opinion; that his knowledge of what the people are thinking is sometimes uncannily intuitive; and that in any political or diplomatic crisis his advice is dependable. The newspaper men of Washington alone, however, know how Mr. Tumulty's interpretation of the policies of the Administration, and the personality of President Wilson, have been the principal factor in bringing about public approval of the Government's war policies. The full story of Mr. Tumulty's services to the nation in upholding the national honor will never be told. It will never be told because it has been the well-defined policy of the Secretary to the President to keep himself in the background, and to find his satisfaction in the public approval given to the President.

The loyalty of Mr. Tumulty to the President is well known in Washington. His loyalty to every member of the President's official family has been equally pronounced. There has been some surprise that the movement for a coalition Cabinet has not made more headway in the country. Mr. Tumulty has shrewdly offset this movement by adroitly advertising the merits of each individual Cabinet member.



SECRETARY TUMULTY

Joseph P. Tumulty is one of the most astute politicians in the Democratic party, simply because he acts on the principle that human nature is the same in Paris, London and Washington as it is in the Fifth Ward, Jersey City.



AFTER A FIVE-YEAR PULL

Real affection has developed between these men. When picked for secretary, Tumulty feared he didn't understand business at Washington. "We'll go there together," the President said, "and do the best we can."

Mr. Tumulty has had but one creed since he became associated with Woodrow Wilson. His creed is his unselfish loyalty to his chief. All the members of the Cabinet, all the newspaper men, all the members of Congress, and all the little Tumulties—there are six of them—know how Secretary Tumulty feels about his chief.

It is not generally known that Mr. Tumulty was one of the first exponents of progressivism within the political parties. He was practicing law in the Fifth Ward in Jersey City. He had married his schoolgirl sweetheart, Mary Byrne, and was building up a fine practice, albeit a great deal of his legal advice was rendered without fees. "Bob" Davis, one of the old-time bosses of Jersey City, asked young Tumulty whether he would like to go to the State legislature. Tumulty went. In the legislature, he learned the way laws are made. He did not like the methods which he found in vogue. They thought he was young and innocent and ambitious and that he would "go along." He didn't go along. He began to fight certain bills, and rallied a progressive little group around him.

He was one of a number who opposed the nomination of Woodrow Wilson as Governor. Some of the men then favoring Wilson had been opposed by Tumulty and he feared that they were trying to cement their own control. When Wilson was nominated, he was advised that Tumulty knew politics and human nature better than anyone in the game. Tumulty was asked to become Wilson's secretary. As a matter of fact, he was his political manager.

The young lawyer from the Fifth Ward of Jersey City, with his intuitive political sense, his knowledge of how men act under certain conditions, admirably complemented the college president, historian and the statesman-in-the-making. Tumulty was precisely the man for Wilson. The affection that developed between the two men was an answer to the suggestion that the new Governor was cold and unappreciative.

It was Tumulty who kept Governor Wilson from sending a telegram of retirement when Champ Clark obtained a majority in the Democratic Presidential convention at Baltimore in 1912. The day's delay turned the tide. It was Wilson and not Clark who finally obtained the necessary two-thirds vote of the convention.

While others worked out the political routine at headquarters in New York, Tumulty worked at Trenton in portraying the human side of the candidate to the public. How successful he was is pretty generally known. When the campaign was over, the newly elected President told Mr. Tumulty that he wanted him as Secretary to the President.

"I think," said Tumulty, "that you can get a better man, someone who knows Washington and the way things are accomplished there. I am afraid I don't know very much about the job of Secretary to the President."

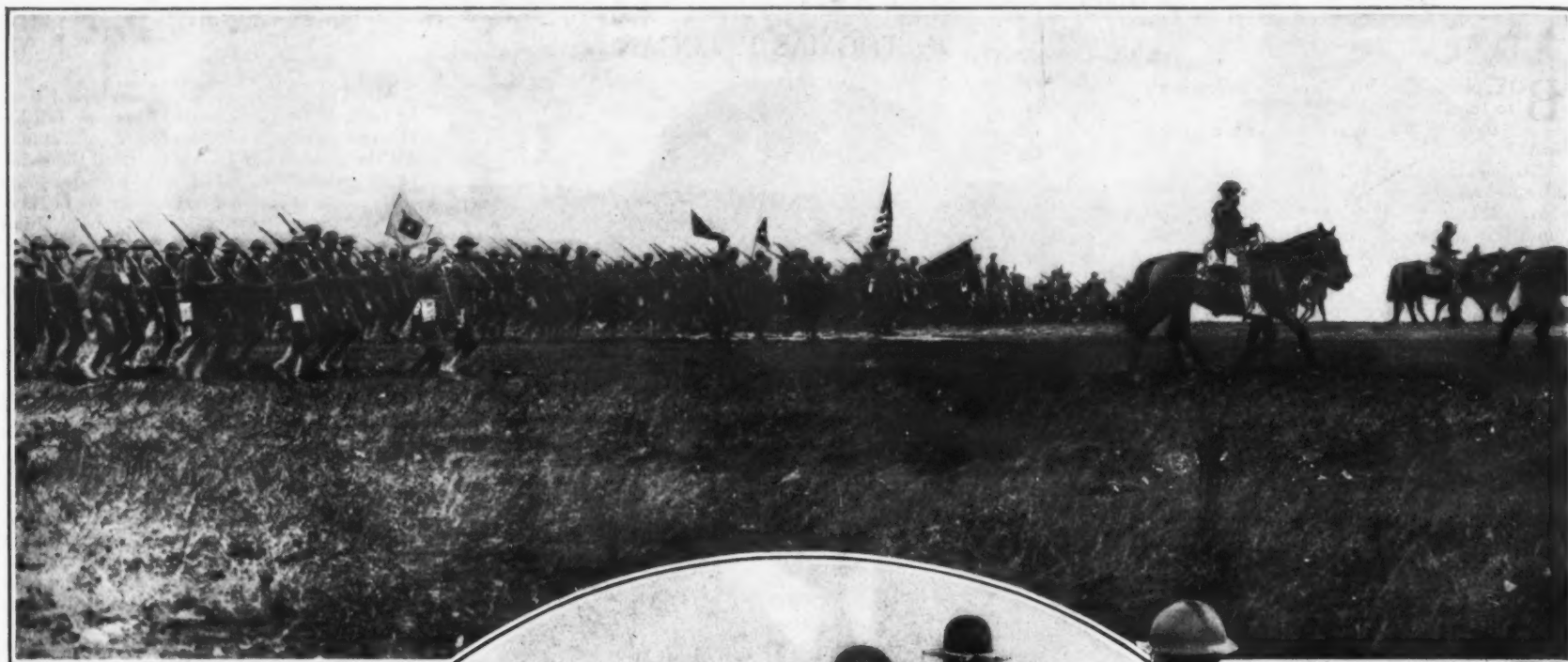
Mr. Wilson smiled. "Tumulty," he said, "I am in the same boat. I don't know anything about the job of President, but we'll go down there together and do the best we can."

President Wilson has, contrary to common opinion, a keen humor, like most really great men. The President one day sent to the Senate the nomination of a man with a Scandinavian name. Senator Hughes, of New Jersey, who had had a candidate of his own for the place, was talking it over with another Senator. "Where does the President get such men?" said the other Senator. "I think he gets them from a Swedish employment agency," said Hughes. Tumulty told the story to the President. The President laughed more heartily than most other men do when the joke is on someone else.

The President soon established himself as the undisputed leader of his party. At the end of the term Tumulty had shown an

(Continued on page 659)

France Reviews America's Army



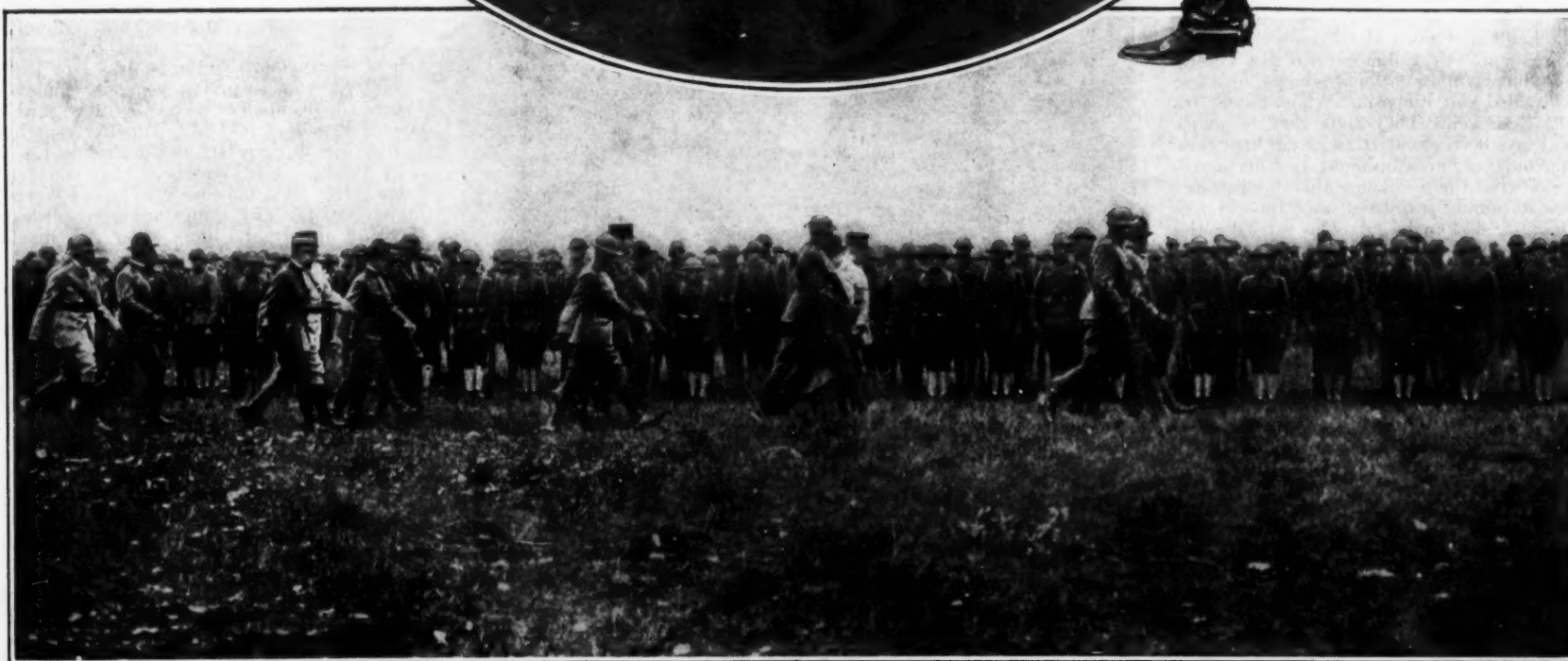
PASSING BEFORE THE PRESIDENT

President Poincaré reviewed our troops on September 6th, the anniversary of the Battle of the Marne. The men were drawn up in regimental squares, wearing steel trench helmets. As the presidential party appeared bands burst into the Marseillaise. After the President had passed, saluting each American and each regimental flag, General Pershing spoke, referring to the Marne, which he said "should make the advance guard of America's forces feel still more keenly the responsibility placed upon them."



PRESIDENT POINCARÉ AND THE GENERALS

This little assembly would have served as a choice target for some of our Zeppelin acquaintances. In the center General Sibert is greeting General Petain, while at the right stands General Pershing, and at the left (with his hand to his face) M. Poincaré.



IN THEIR STEEL HELMETS

While the men stood at ease the officers assembled in a semicircle about M. Poincaré who addressed them in French. "The interests of the United States," he said, "are at stake everywhere; the Allied armies are at grips with the enemy, whether

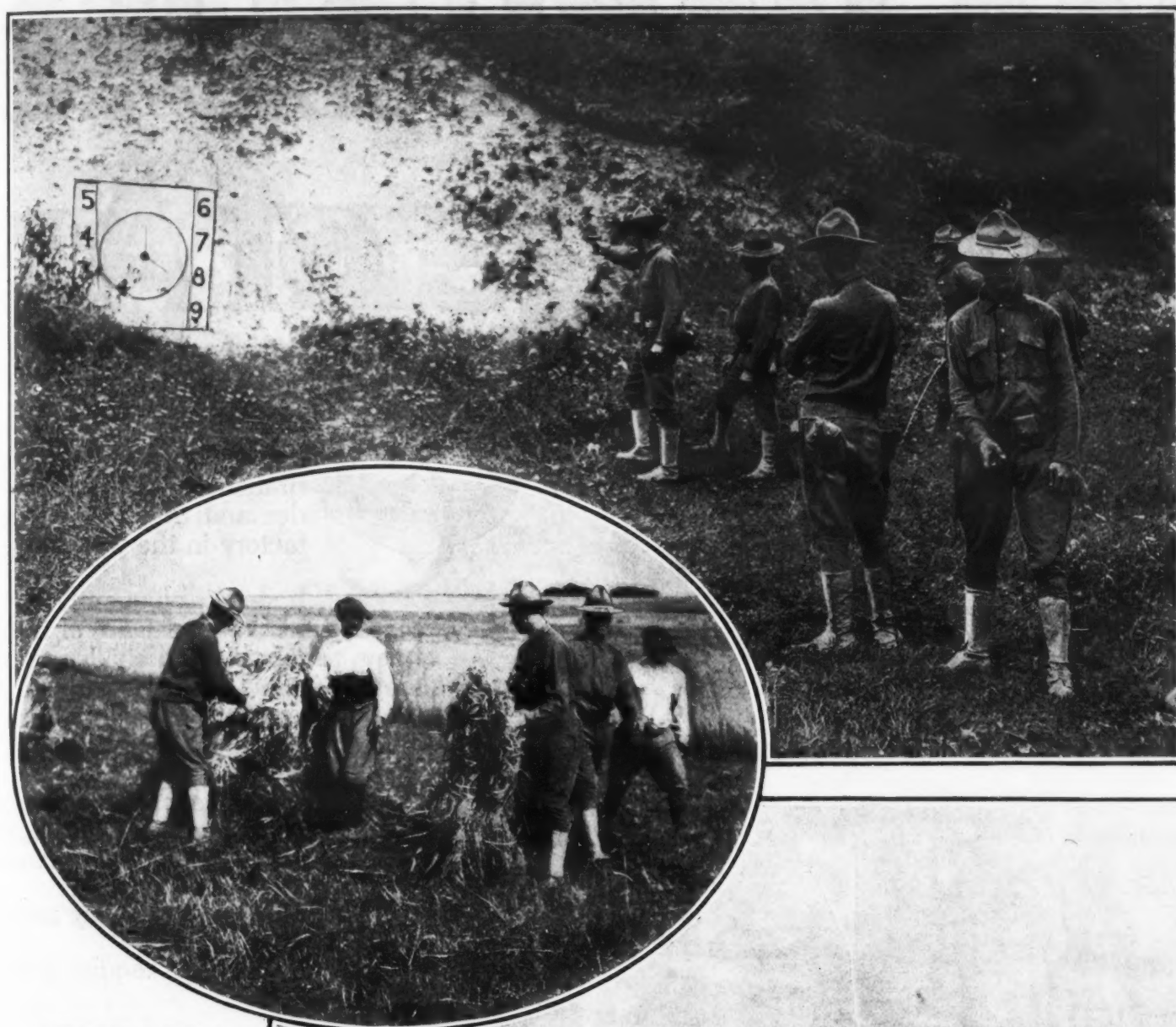
it be in Flanders, before Verdun, or on the Isonzo." Some of the officers easily followed the French, but one interpreted the speech when he returned to his privates as simply: "Give 'em H—!" which was enough for a substantial cheer.

Close to the Front in France

Exclusive Photographs
for LESLIE'S from
Pictorial Press

REVOLVER PRACTICE

Target practice is all in the day's work of an American soldier. For sports they prefer to go back to civilian athletic contests, hundred yard dashes, tugs of war and boxing bouts. When Major General Sibert reviewed the troops on Sept. 15 they held an inter-regimental bayonet competition, consisting in firing from the trenches, charging against a line of hanging and lying dummies, supposed to be Germans, and "finishing" them before rushing on to another trench, to capture it. Revolver practice is an important phase of training for trench warfare.



A FRENCH HARVEST

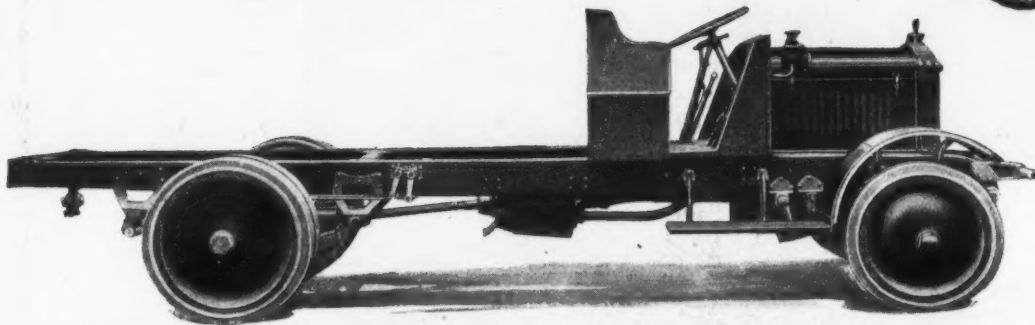
The American boys in France sometimes get in a hand at the old farm work. They don't expect either that they will need this grain for themselves. They have exchanged the French bread already for the American, and every other commodity, except French chocolate and candy, has been transported to them across the Atlantic. The commissariat has even promised to give them an Irish stew fifty yards from the German trenches, every carrot of which comes from some American boy's home county.

THE GUN-GRENADES

These tromblons or gun-grenades are the latest trench "toys" our soldiers are learning the trick of. Every soldier will be nearly an expert gunsmith and machinist by the time he returns. Not only will the army abroad be equipped with the usual barracks and officers' headquarters buildings, but with repair shops for artillery, for their other ordnance equipment, and for their airplanes. Incidentally the camp will be fitted with a reclamation depot for the repair of articles that salvage units rescue from No Man's Land.

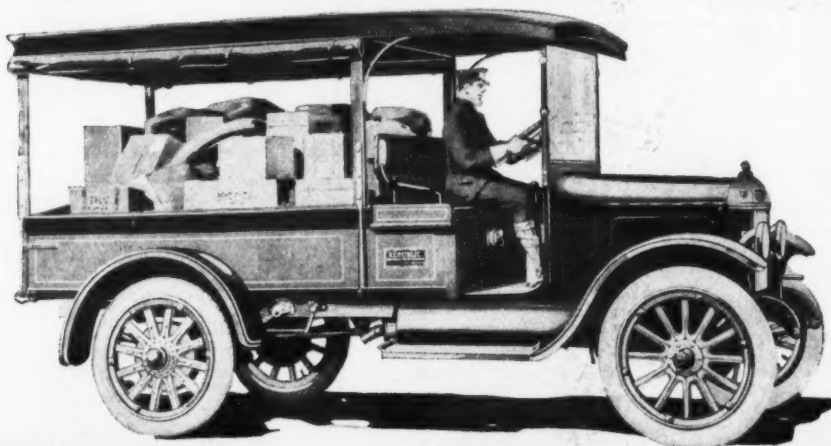


25000 REPUBLIC TRUCKS INTERNAL GEAR DRIVE The Tonnage of America



Republic Model V—"The Thoroughbred"—Five-Ton—with the Republic capacity for excess strain. This model exemplifies the most advanced truck engineering. Long stroke motor with power for any emergency. Armored Type Radiator. Internal Gear Drive, 168-inch wheelbase. Extra heavy pressed steel frame 9 inches deep. Nickel alloy springs, front 42x5 inches, rear underslung 54x5 inches. Four forward speeds.

In all trucking of great tonnage—in coal, cement, lumber and construction work—with the big dump bodies of any type—for the operation of winches and other special equipment—this truck delivers Republic service—with all that means in advance of the ordinary. Chassis, f.o.b. factory, \$4250.



Republic Dispatch—Maximum capacity 1500 pounds, has built a nation-wide reputation for application of truck construction, truck sturdiness, capacity and speed to light trucking and delivery in hundreds of lines. Powerful Republic Motor, Republic-Torbensen Internal Gear Drive, Armored Radiator, and exclusively truck features throughout. Furnished complete with express body, canopy top, side curtains, windshield, f.o.b. factory, \$895; or with beautiful solid panel body, \$920.



Model 10, One-Ton—This truck, one of the most popular of the Republics, is furnished complete at its low price, with stake or flareboard express body, seat, and bow top. Its power and capacity mean dependable service for any emergency, and it insures you a truck in the best of condition long after ordinary trucks are scrapped. If you also use heavy-duty trucks, Model 10 will take care of your lighter loads at a big saving of operating expense. Complete, f. o. b. factory, \$1195



CONSIDER the meaning of 25,000 Republic branches of business. It is a nation-wide demand that now engages the full capacity of the factory in the world.

It speaks eloquently of the fact that trucking is the *city and the money saving* of trucks built to withstand the most severe conditions. It is a tribute beyond challenge to the surpassing quality of the Republic-Torbensen Internal Gear Drive, and the fact that it is possible by sixteen years of truck building experience to produce manufacturing facilities.

Seven Republic models provide all capacities for trucking. The Special, 3/4-ton, completes the light trucking end of the line. The Thoroughbred meets the demands of the heaviest trucking.

We furnish bodies for every need, including hoisting.

A multitude of firms requiring both light and heavy trucks are satisfied with Republics.

In single-truck service or fleets of fifty, they stand for strength, speed, and simplicity that yield the utmost in efficiency.

In more than 900 principal cities—in every state, and in foreign countries—Dealers back these trucks with "The Strong Right Arm."



Model 11, One and One-Half Ton—The famous Republic truck, widely adopted by shrewd truck users whose business is growing as fast as the future as well as the present. The truck that carries the heaviest loads, and is powerful enough for your loads tomorrow. Model 11 has the Republic-Torbensen Internal Gear Drive, Armored Radiator, and all other features of Republic strength and excess capacity.

Write for Catalog of Model you are interested in.

REPUBLIC MOTOR TRUCK CO., INC., ALM

TRUCKS Now Serve American Commerce

ing of 25,000 Republic Trucks in daily use—in all
s. It is a nation-wide distribution, resulting from a
ngages the full capacity of the largest motor truck

of the fact that truck users fully realize the neces-
trucks built to withstand the most rigorous service.
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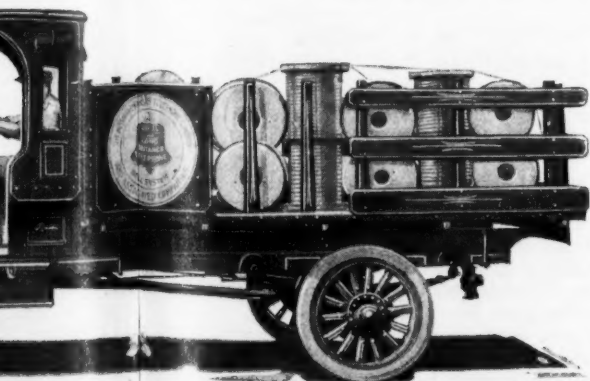
ide all capacities for every purpose. Our Republic
light trucking end of our line. Our Model V, 5-ton
ands of the *heaviest* hauling and construction work.

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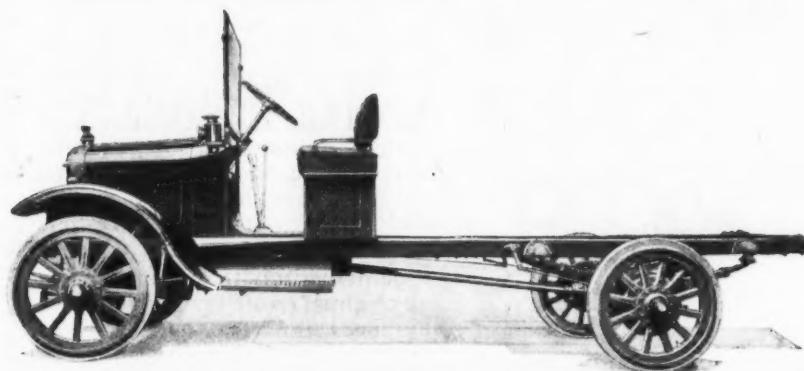
ies—in every state, and in foreign countries, Republic
h "The Strong Right Arm of Republic Service."



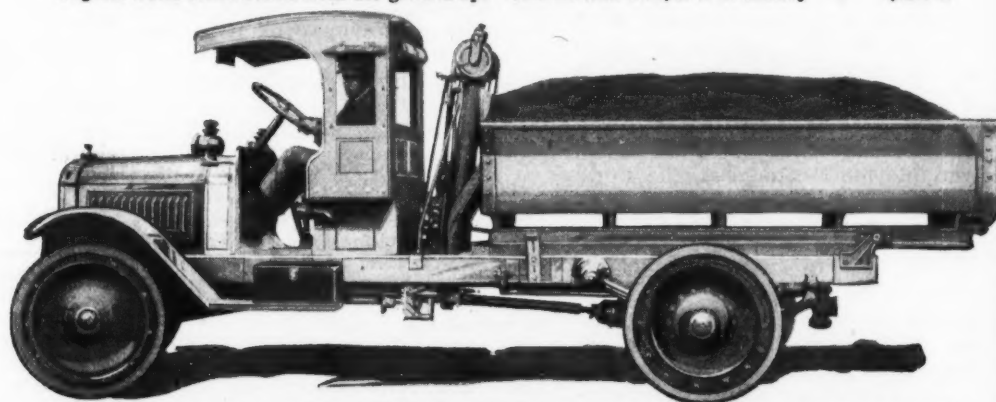
One-Half Ton—The famous Republic "Big Middleweight." It is
ck users whose business is growing, and who buy trucks for the
The truck that barely carries your loads today will not be big
r your loads tomorrow. Model 11 gives you capacity for tomorrow.
Gear Drive, Armored Radiator, Extra Powered Truck Motor, and
strength and excess capacity. Chassis, f. o. b. factory, \$1450.

el you are interested in. Address Department K

C., ALMA, MICHIGAN



Republic Special, Full Three-Quarter Ton with Republic capacity for excess strain.
This new model has a wheelbase of 128 inches, Republic Motor, Republic Armored Radiator,
Republic-Torbensen Internal Gear Drive, and solid, enduring truck material and workmanship
that insure users a new standard of service in the light truck field. It is the simplest truck possible
to build. With its simplicity goes rugged, stand-up quality which means long life under the hardest
knocks. There is a wide field for this truck among users who realize that truck work requires
original truck construction from the ground up. Chassis with seat, f. o. b. factory . . . \$895



Model T, Three and One-Half-Ton—The famous "Republic Dreadnaught," is engaged
in all lines of heavy trucking service in every part of the United States. Its power and capacity
are far in excess of the requirements of all ordinary loads of heavy trucking, while its simplicity,
ease of operation and fuel saving, are distinctive Republic marks that have gained its wide
preference. Chassis, f. o. b. factory . . . \$2750



Model A, Two-Ton—So many exceptional records have been made by the Republic two-ton
that a lion's share of credit falls to it in the fame of the Republic line. In the service of manu-
facturers—jobbers—wholesalers—retailers—in the oil fields—on the farm—everywhere, thousands
of these trucks are marking up new figures in long endurance, fuel saving and low upkeep.
Republic material, balance, power, and the Republic-Torbensen Internal Gear Drive account for
this. You get all the service that can be built in a two-ton size with Republic capacity for
excess strain in Model A. Chassis, f. o. b. factory . . . \$1885

SEE YOUR NEAREST REPUBLIC DEALER
Dealers and Service Stations in Over 900 Principal Cities

Ill-Tempered Stomachs

How to Make Them Behave

By L. W. LOCKWOOD

IS your stomach happy or otherwise? If it is happy you find life good, people pleasant, everyday living joyous. If it is sad, you are tired and sluggish, with ambition slumping, and if it is angry—well, you might just as well count your day lost, for if your stomach doesn't send you to bed, it will make you so miserable that you won't be able to think a worth-while thought or do a decent stroke of work. You simply can't be at your best unless your stomach is in a good humor.

Scientists, who are always telling us something new about our bodies, now maintain that 90 per cent of all diseases may be traced to the stomach, so that the matter of keeping that member in good humor seems to be the secret of almost all well-being.

Pessimist or Optimist?

An ill-behaved stomach can actually cause one more trouble than an ill-behaved child—or even an ill-behaved wife or husband. But the hopeful truth about the stomach is that, if properly treated, it will get over its bad conduct in an amazingly short time. It responds to the right attention with the alacrity of a kitten for play.

History shows that most of the great pessimists have suffered with stomach trouble. Carlyle, struggling all his life with the demon of indigestion, is only one of many examples.

Among your acquaintances you find the same thing. It is the unwell who find life meaningless, the world unkind. They become gloomy if not actually morose and cynical.

The Secret

Foods that do not digest simply poison the system and at last poison the mind as well. Even foods in themselves good, if not rightly combined with other foods, cause constant irritation and trouble.

We study the scientific feeding of hogs and chickens and continue to pour into our own stomach the same old ridiculous and poisonous combinations. We accept our eating habits ready-made as we do most of our religious and political beliefs. We eat certain products of the soil and the flesh of certain animals and refuse others without ever asking ourselves why. It is usually for no other reason than that our ancestors accepted and refused the same things.

Many men pride themselves upon their ability to order a "good" dinner, but few men, or women either, are capable of selecting a dinner that will not include one or more inharmonious combinations of food—combinations of chemical elements which cause disturbances in the stomach and are a menace to health and mental efficiency.

Feeding ourselves should be a matter of chemical accuracy. It is with most of us all a matter of chance. We are too busy or too careless to think about it and so we go our way "digging our graves with our teeth," as someone has said.

Wouldn't a little thought right now be worth-while?

Eugene Christian, who has made a life-long study of foods—driven to it by years of personal ill health and despair—has prepared for busy people, sick and well, a series of "24 Little Lessons in Scientific Eating." These tell you exactly what to eat, with due regard for the condition of your health—or the lack of it—your occupation, your age, and the season of the year.

Just the Help You Need

They are clearly and simply written. You can find in them just the advice you need with the least possible amount of effort. Many who have bought these Lessons declare that a single suggestion has been worth many times the cost; and the Corrective Eating Society which publishes them have in their files hundreds of letters from one-time sufferers now enjoying radiant health.

One man writes: "Excepting my wife and children, I would rather part with anything I own than the little books that have done me so much good in such a short time." Another says that although he seemed to be in perfect health at the time he began using the lessons, he is now fully 50 per cent more efficient. Still another who was considering an operation for ulcers on the stomach, declares that a couple of days after practicing corrective eating he was a different man and that he is now feeling fine, losing no time from work (he had been losing four or five days every week), and enjoying meals, work and sleep.

A woman whose weight had been reduced by continued bad health to 103 pounds, shows how she steadily regained both health and weight, putting on 1½ pounds every week under the treatment. And a man who was suffering from obesity, shows how he lost seven pounds in the first seven days after receiving the books.

No matter what the ill, scientific eating seems to reach it. There are letters from former victims of rheumatism, Bright's disease, diabetes, neuritis, anemia, skin troubles, constipation, auto-intoxication, etc., etc.—all breathing gratitude to Eugene Christian and the concrete help offered in the "Little Lessons."

Free Examination Offer

These little books are being sent for free examination to all persons interested. To secure them all that is necessary is to fill out the attached coupon or mail a letter or postal card to the Corrective Eating Society. You may keep the books for five days and examine them at your leisure. At the end of that time you may either send them back to the Society or pay the small price of \$3.00 and have them for your own.

Free Cook Book

For a limited time the Corrective Eating Society is giving to all purchasers of the "Little Lessons" a free copy of Eugene Christian's cook book of "Fifty Corrective Eating Recipes," which shows just how to prepare foods so as to secure the greatest possible nutriment and so that they are most easily digested. By sending your examination order for the "Little Lessons" now you will be able to secure a copy, but the edition is small and you must act at once. Do not let this opportunity slip by. Mail your letter or coupon TODAY.

CORRECTIVE EATING SOCIETY,
Dept. 8311, 443 Fourth Ave., New York City.

Please send me prepaid a copy of Eugene Christian's "24 Little Lessons in Corrective Eating" and reserve for me a free copy of "Fifty Corrective Eating Recipes." At the end of five days I will either return the "Little Lessons" to you, or send you \$3.00 in acknowledgment of which you will mail me the free copy of "Fifty Corrective Eating Recipes."

Name..... Address.....

Watching the Nation's Business

By THOMAS F. LOGAN

Who's Who in the Army

EFFICIENCY experts, borrowed by the War Department from private industries that employ vast numbers of men, are now scrutinizing brief histories of the 687,000 recruits drafted for America's new National Army. When the task is completed there will be on file in Washington a remarkable record of the men selected to fight for their country. There will be, also, a scientific method of withholding from the transports thousands of men incomparably more valuable to their country in the factories of America than in the trenches in France. Sixteen efficiency experts, known as "The Committee on Classification of Personnel," are introducing army officers to the full possibilities of the card index system. Every recruit who arrives at one of the sixteen cantonments is intelligently questioned about his previous occupation, education and preference for service. This data is inscribed on duplicate cards which are filed at regimental headquarters and in the War Department. Information about the men, such as the experience they have had in exercising authority or leadership, will enable military authorities to unearth executive ability and aid the constant search for material from which non-commissioned officers may be selected. Moreover, when need arises for experts in any of the 260 odd callings listed on the qualification records, a clerk in the War Department may turn to the index and tell at a glance exactly how many men of that calling are available in the sixteen army cantonments. Mistakes made by England and France, and even in efficiency-mad Germany, during the first months of the war, mistakes which sent to the firing line men who could not be replaced in vitally important industries at home, will be avoided in the United States by this scientific card indexing of our new fighting men.

"Shadowing" the Free Coal

IT is contended by the Fuel Administration that widely advertised shortages of bituminous coal are purely psychological. The new government department established to conserve a vital war necessity argues that retailers, made pessimists by past experiences, have ordered from the operators two and three hundred per cent. more coal than they expect or wish to receive, and that if fifty per cent. of these orders are filled various cities will have an embarrassing surplus to store. It is this excess of available supply over actual needs that the Washington experts class as "free coal" and which they propose to make available in sections where legitimate demands exist. Quite aside from the merits of this claim, it is interesting to follow the deliberations of the Fuel Administration over plans to correct what is termed an absurd situation. The most drastic measure suggested is a shipping permit system. This would make the Washington headquarters of the Fuel Administration a clearing house for drafts on the output of American mines, not only from consumers in this country but from governments of our European Allies. Agents of the department would check up the stated requirements of every dealer, industrial plant, or other big consumer in the United States. If contracts for coal shipments were found to exceed legitimate needs the mine operators would be told to reduce the orders to a fixed percentage and shipping permits for the censored orders would be issued by Washington. Any shipment made without a permit would be in defiance of law and would be swiftly punished. The differ-

ence between these percentages and the original amounts of coal for which contracts were made would provide the supply of free coal obviously required to meet war necessities. If, for example, after such an arrangement was put into effect, a new coal-consuming industry should be established, its management would submit to the Washington clearing house a demand for fuel. This demand would be scrutinized and, if approved, permits would be sent to various producers to ship a specified allotment of the new requisition from their reserves of free coal established by government pruning of contracts made before the Fuel Administration came into existence. The government, by a successful operation of the proposed plan, would shadow every ton of bituminous coal from the mine to the furnace.

Economy That Didn't Work

WHEN the Quartermaster Department of the army arranged for the construction and equipment of the new army cantonments an excellent scheme was devised to save money for the government. Instructions were issued to scatter orders for camp necessities throughout the country and arrange shipments of supplies to the various camps from the nearest factories. This arrangement, it was argued, would conserve time and cost and would lighten the burdens of railroads that have to haul supplies for the soldiers. The plan, in its general aspects, was beyond criticism. Unfortunately, however, men in the government service usually lack the initiative to upset a system as a means of meeting a situation. Thus, while recruits in the Massachusetts cantonment shivered during the first days of autumn and developed colds at a discouraging rate, their fellow fighting men in the extreme South watched with languid interest the installation of heating arrangements that will not be needed for many weeks. It was not the fault of army officers that factories in certain sections failed to turn out stoves as rapidly as they had promised, but unnecessary discomfort in the northern camps might have been avoided if all the stoves first out of every factory on the contract list had been diverted to the North until cantonments above the Mason and Dixon line were equipped to meet winter's first line of attack. Economy is to be commended as a general proposition, but not when it lessens the efficiency of the American army.

The High Cost of Courting

ALL the world may love a lover, but the framers of the new war-tax bill adopted a roundabout way of showing their affection. The congressional measure to raise additional revenue makes a particularly effective assault on the bankroll of the young man who wishes to demonstrate his devotion to a maid. If the object of the youth's passion lives reasonably near him, he may escape the new tax on telegrams and telephone messages that cost less than fifteen cents. Every love-letter he writes will cost him an additional penny, however, even if he incloses only a single burning poem. If a trip to the theater is planned, commuting lovers who live more than thirty miles from the playhouse must give financial assistance to the war on the Hohenzollerns. Actual admission to the theater demands an additional ten per cent. on the cost of the tickets. Naturally, the dear girl will wish to make herself particularly alluring to her ardent swain. To do so, she must pay a two per cent. tax on the perfume essence, toilet water, lip rouge or face powder that to her seems the most effective device. Even scented

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You would send him a acknowledgment

You can

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AMERICA which makes Christmas ki of articles comforts and can soldier half what it

THE 1 box Ant 1 pk. Play 1 pk. Ciga 1 pk. Smo 2 boxes M 1 pk. Lico 1 pk. Pepp 1 pk. Lim 1 pk. Can 1 Pencil 1 tube To 6 sheets o

Because o facturers yo price one wo

And the package the card and ea postal so the happier holie

Check

Judge

LESLIE

Fift



Christmas "Over There"

You would like to make Christmas merrier for an American soldier boy in France, wouldn't you?

Well, you can!

You would like to send him a personal gift and get his acknowledgment, wouldn't you?

You can, thanks to—

Judge's Trench Christmas

For American Boys Abroad

A plan, authorized by the United States Government, endorsed by the United States Army and assisted by the

AMERICAN DEFENSE SOCIETY

which makes it possible for you to send a Christmas kit containing **one dollar's worth** of articles selected by experts—practical comforts and little luxuries—to an American soldier abroad, for **fifty cents**, exactly half what it would cost retail.

THE KIT WILL CONTAIN:

- 1 box Antiseptic Powder
- 1 pk. Playing Cards
- 1 pk. Cigarettes
- 1 pk. Smoking Tobacco
- 2 boxes Matches
- 1 pk. Licorice Chewing Gum
- 1 pk. Peppermint Chewing Gum
- 1 pk. Lime Tablets
- 1 pk. Candy Mints
- 1 Pencil
- 1 tube Toothpaste
- 6 sheets of Stationery

Because of the generosity of the manufacturers you can send two gifts for the price one would cost in the stores.

And the present is personal. In each package the donor may place his personal card and each package will contain a reply postal so that the soldier whom you gave a happier holiday can thank you for it.

Checks should be made payable to

Judge's Trench Christmas
and address

LESLIE-JUDGE CO.

Fifth Avenue, New York



Sign this
COUPON
and send
it in
TODAY

LES.

11-10

JUDGE'S

TRENCH

CHRISTMAS

LESLIE-JUDGE CO.

Fifth Ave., N. Y.

Enclosed
please find
\$..... for the
Trench Christ-
mas.

Name.....

Address.....

soap and tooth paste add to the cost of the make-up. The substitution of chewing gum will not help her case. The tax is just the same. If a supper follows the play, the lovers will find Uncle Sam on hand to collect his ten per cent. as well as the waiter. Liquid refreshments will show a big increase to meet the tax of \$2.10 a gallon on spirits and the cigar or cigarette at the end of the meal will burn up a part of the \$7.00 a thousand tax on the former and \$1.20 on the latter. Avoiding theaters and cabarets will not provide immunity from taxation. The makers of the law have arranged a three per cent. tax on "canned" music, the same amount on jewelry, and an equal sum is added to the cost of the motor car in which the happy couple may seek freedom from the madding crowd. If she likes to play golf her swain must pay three per cent. on the golf balls. If she calls for chocolate soda, he must produce more change to meet the tax of ten cents on the gallon for syrup and five cents a pound on carbonic acid gas. Finally, if the despairing admirer attempts to evade the tax by fleeing the country he will pay eight per cent. additional on transportation to Mexico and ten per cent. on his berth. The new revenue bill hits every pocketbook in the nation, but its most interesting effect is a distressing addition to the high cost of courting. And the favorite box of candy is getting on the prohibited list.

Why Railroad Stocks Are Off

THE two great centers of American activities are now serving as stages for acts in a drama that intimately concerns the future prosperity of the United States and the incomes of a tremendous number of its inhabitants. In Washington, representatives of the American railroads are beseeching the Interstate Commerce Commission to grant an increase of rates that will enable the roads to operate without loss. In New York, financial experts are quietly "getting from under" railway stocks and bonds. The present low valuation placed on the transportation companies' securities is due to the fact that stock exchange experts are familiar with conditions. They know that the cost of operation is steadily advancing at a rate that will soon reach the total of receipts. There is today a dangerously narrow margin of safety between income and expenses and there is a widespread conviction in railway and financial circles that during the coming year, if rates are unchanged, a vast majority of the roads will operate at a loss. A few companies will make money from the government shipments, but where these shipments do not reach a great volume there is an actual loss to the carrier. The consequences of further material depreciation of railway securities would strike the nerve centers of the nation. Insurance companies, savings banks, building and loan associations and other repositories for the savings of the poor are heavy holders of railway obligations. If the roads are operated at a loss, it is perfectly apparent that dividends must be passed and interest defaulted. The entire financial system of the country would be demoralized at a time when the world war is putting American credit to the severest test. The Washington government pays the greatest deference to the opinions and requests of labor, but turns a cold eye on the railroads. The Department of Labor is operated almost entirely in the interests of labor, but the Interstate Commerce Commission is apparently hostile to the railroads. Two of the recently appointed commissioners were members of State public service commissions, which have long been thorns in the side of the railroads. Of course, if disaster overtakes the transportation companies the Commission will come to their relief. Well! perhaps so.



One Father Writes of BILLIARDS

"We've a Full House All The Time!"

Put a Brunswick Carom or Pocket Billiard Table in your home and watch how quickly it surrounds your boys and girls with good companions.

Young people idolize Home Billiards. And these princely contests act as a tonic on older folks.

They are grand old games, never twice alike, but ever enlivened by friendly jest and laughter.

Among life's most enduring memories are the happy hours and comradeship at billiards.

BRUNSWICK HOME BILLIARD TABLES

Even the cottage or small apartment has room for a genuine Brunswick. And it gives you scientific Carom and Pocket Billiards—life, speed and accuracy!

The "Baby Grand" is a home-size regulation table for spare rooms, attics, basements and private billiard rooms.

The "Quick Demountable" can be set up anywhere and easily folded away when not in play.

Easy Terms—Balls, Cues, Etc., Given

Brunswick prices today are extremely low for tables of such masterly construction and beauty.

Our popular Purchase Plan lets you play while you pay.

High-class Playing Outfit—Balls, Cues, Rack, Markers, Expert Book of 33 Games, etc., given with every table.

See these Brunswicks in handsome color reproductions, get our low prices, easy terms and home trial offer.

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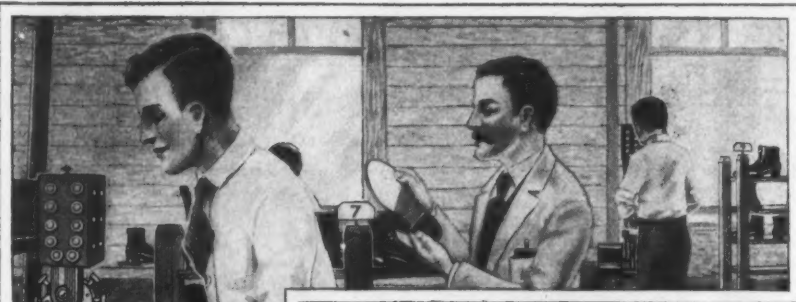
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You can Save Money by Wearing W. L. Douglas Shoes. The Best Known Shoes in the World.

W. L. Douglas name and the retail price is stamped on the bottom of every pair of shoes at the factory. The value is guaranteed and the wearer protected against high prices for inferior shoes. The retail prices are the same everywhere. They cost no more in San Francisco than they do in New York. They are always worth the price paid for them.

The quality of W. L. Douglas product is guaranteed by more than 40 years experience in making fine shoes.

The smart styles are the leaders in the fashion centres of America. They are made in a well-equipped factory at Brockton, Mass., by the highest paid, skilled shoemakers, under the direction and supervision of experienced men, all working with an honest determination to make the best shoes for the price that money can buy.

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For sale by over 9000 shoe dealers and 105 W. L. Douglas stores in the large cities. If not convenient to call at W. L. Douglas store, ask your local dealer for W. L. Douglas shoes. If he cannot supply you, take no other make.

Write for booklet showing how to order shoes by mail, postage free.

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W. L. DOUGLAS SHOE CO.
151 Spark St., Brockton, Mass.

After the actual value has been determined the operator stamps W. L. Douglas name and the retail price on the bottom of all shoes.

CAUTION—Be sure the price stamped on the bottom has not been erased or raised.

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Brilliance guaranteed 25 years. Will cut glass. Stand acid and fire tests and scratch a file. Any style 14-K solid gold ring, pin or stud, (regular diamond mounting) sent for Free Examination. No Money in Advance. Write today for special prices and free catalog.
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No coloring, no narcotics. Not touched by hands. Luden's yellow sanitary package guards purity.

Luden's Give Quick Relief

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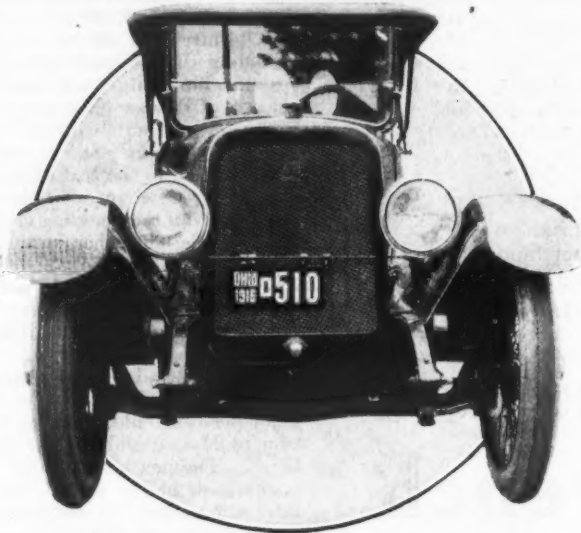
I AM A **LUDEN-ite**

LUDEN'S MENTHOL CANDY COUGH DROPS

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



DIM, DIFFUSE, DEFLECT—OR BE DOOMED

Glaring head lights have been the source of more automobile accidents than the lack of sufficient light ever caused. It is up to you to help make the highways safe for yourself and for others by one of the first three methods mentioned herewith.

Making Night Driving Safe

PROBABLY traffic policemen and automobile engineers will unite in agreeing that a little five-letter, single-cylinder word is the most difficult to define in the English language.

It is not sufficient to accept the dictionary's authority on the matter and say that "glare" is "a dazzling or blinding light; a disagreeably intense brightness," for who is to determine what constitutes a "dazzling" light and when bright rays become "disagreeable"? The dividing line between the comfort and annoyance with which we can look into another beam of light is not finely marked. It varies with conditions and with personal susceptibility. Fifty candle-power headlights in a well-focused automobile lamp will have no effect on the eyes of an approaching driver in the daytime, but one-half this illumination shot out from the dark when the observer's retina is enlarged will cause such a glare, dazzle, and general confusion in the optic nerve that all surrounding objects will be totally blotted out and the driver who is thus "disagreeably annoyed" must either bring his car to a stop or run the risk of the roadside ditch, fence, telegraph pole, or whatever other impediments might border the obliterated road.

The elimination of this condition has become a very serious problem, not only among automobile designers but among legislators as well. If consideration and courtesy were one hundred per cent. perfect among automobile drivers there would be no need for stringent laws regulating country driving with brilliant lights, for then each driver would almost involuntarily dim his lights when approaching other vehicles. However, the same lack of common sense and consideration which prompts some drivers to open the cutout unnecessarily acts on the night driver even in a more dangerous manner, and has made such legislation as prohibits the use of bright headlights a veritable necessity in many States.

The three D's of headlight control are Dimming, Diffusing and Deflecting. Each serves its purpose in a different way to eliminate the dangerous blinding rays which have been the cause of so many accidents. The dimmer is the oldest form and consists of a dashboard switch or

button which either transfers the lighting current through bulbs of a smaller power or which reduces the amount of the current sent through the large bulbs. The amount of light produced at the head lamps is thus reduced, but several State lawmakers, realizing the weakness of some automobile drivers and their school-boy tendency to break the anti-glare law as soon as the "cop's back is turned," have prohibited the use of any device which enables the lights to be made unlawfully bright from the seat.

These laws have meant that we must go to the source of light conditions for a remedy, and it is, therefore, in attachments to the head lamp or bulb that the majority of solutions of this problem are to be found. One of the simplest and incidentally also one of the most inefficient methods consists in pasting a piece of opaque paper or a coat of soap or paint over the inside of the headlight lens. Such a device, while cutting down the blinding rays, also absorbs so much of the light that insufficient illumination is furnished for car driving, and yet the drain on the battery—which must always be considered in driving—is as great as though a beam were shot out far into the darkness to illuminate every stone, mud-hole and roadside bush.

The diffusion method of light control is an elaboration of the system just described. Through the use of a series of small lenses or "bubbles" blown in the surface of the glass the ray of light is deflected and diffused over a large area. The passage of the light is not greatly restricted but the area of illumination is substituted for intensity. This method when applied to lights of ordinary power will comply with the law and will eliminate the dangerous rays which would otherwise be directed straight into the eyes of the approaching driver. The tendency, however, to substitute bulbs of excessive candle-power in order to give intensity as well as distribution of light, serves to overcome the very purpose for which such lenses are designed, and it is under such a condition that the average police justice or traffic officer may well admit himself puzzled as to when a light enters the glaring stage. But it is not

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Men Who Are Winning the War

(Continued from page 651)

amazing grasp of American political conditions; his advice had strengthened Wilson's hold on the Democratic party, and had strongly influenced the domestic legislative program. When America came to the brink of war, when there were dissensions in Congress which threatened to divide the patriotic spirit of the country, Tumulty brought his knowledge of his fellow Americans into play. In his apparently careless interviews with the correspondents, he interpreted events in Washington as well as in Europe. Each night he carried home with him huge stacks of clippings from the leading newspapers and magazines of the country, carefully collected and pasted on yellow sheets by a staff of experts at the White House. In each night's pile were to be found the editorial expressions and news stories from papers of all shades of political opinion. The clippings, because of the color of the paper on which they are pasted, have become known in Washington as Tumulty's "yellow-journal."

There has never been a day when Mr. Tumulty could not outline, with equal facility, the underlying issues of a campaign in Maine or the reason for growing unrest in Petrograd. He grasps eagerly at items which indicate what human beings in different parts of the world are thinking. He can see more in a letter written by a Frenchman to his family than in many of the formal utterances of statesmen.

He was one of the first to see the need of a selective conscription law. While others were arguing that the American people did not want conscription, he was declaring that the American people must want a system that would treat rich men's sons and poor men's sons alike. He was earnest in his advocacy of preparedness, of the arming of merchant ships, and the upholding of the national honor. The members of Congress owe much to Tumulty for his constructive advice. The members of the Cabinet owe much to him for the able manner in which he defended their interests when they were under attack.

Mr. Tumulty has played no favorites. He has had no axe of his own to grind. His one obsession is to serve his chief loyally and efficiently. The full extent of his service probably never will be recorded. Nor will his generosity, which has benefited hundreds—literally hundreds—of obscure families. He has been mentioned repeatedly for the governorship of his own State and for membership in the President's Cabinet, but he has rejected the suggestion of such honors. He is content to remain a statesman behind the scenes! No young man in the Democratic ranks has grown faster than he. Watch Tumulty! He will play a big part in the contest of 1920.

Dream and Build

Heroes of the ages past,
Dreamed their dreams, from first to last;
Dreamed of danger, do, and dare!
In their castles in the air.

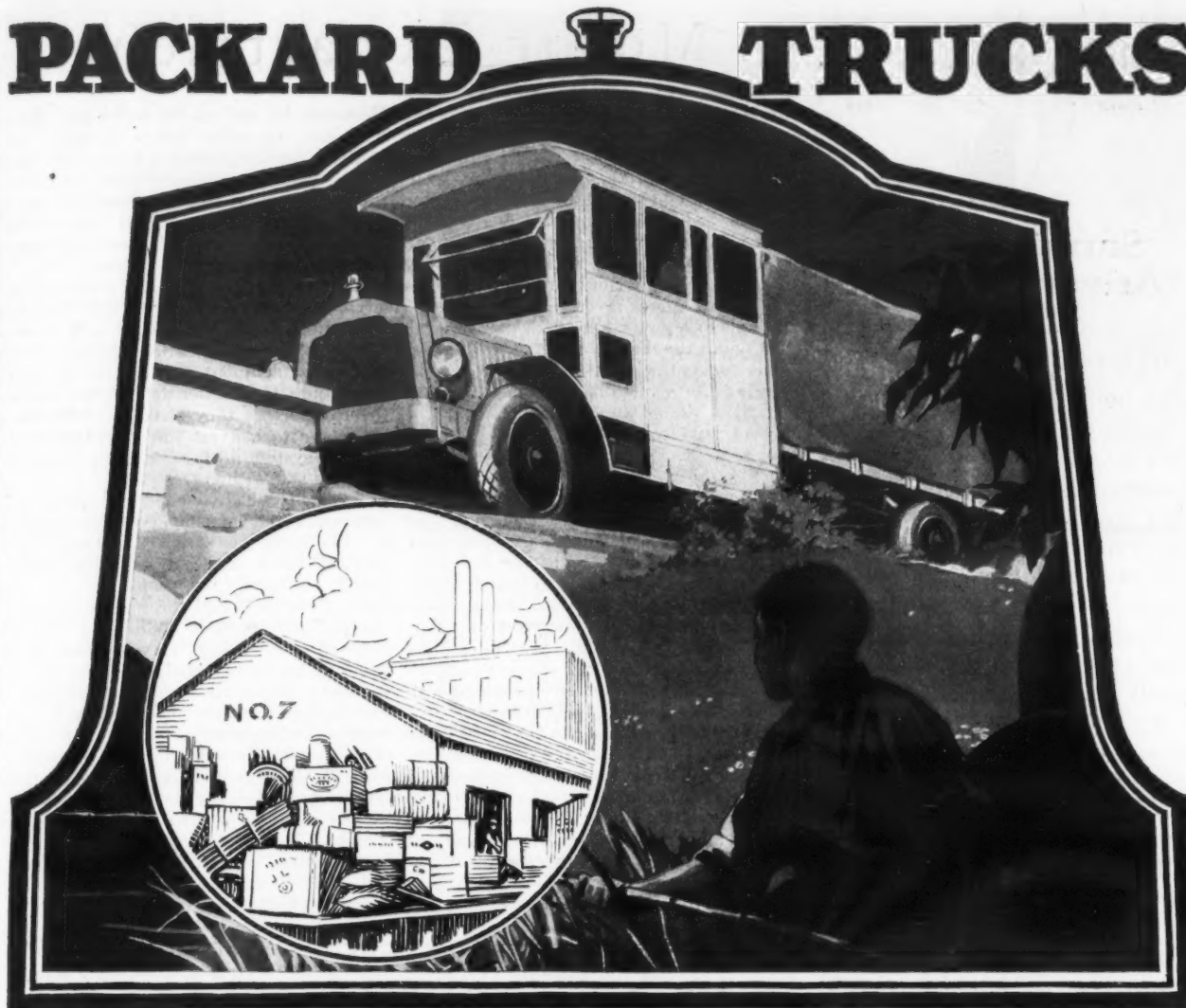
All the wonders ever wrought,
Thro the magic realm of thought,
Came from primal plans, up there—
In the castles in the air.

So may dreams that come to you,
Bring the things for you to do!
Born, inspired, and fostered, where—
You have castles in the air.

Dreamer, dream the night away!
Dream, but plan, and build today—
Something lofty, strong, and real—
Fashioned from your dreamed ideal.

—F. B. GRIMES.

PACKARD TRUCKS



Your own freight line! Packard direct shipments cut costs and avoid traffic delays.

"Help!" the railroads cry to shippers.
"You must lift the load which war
traffic has dumped on us."

The American Railway Association
is now urging business men to "eliminate the use of railway equipment when the tonnage can be handled by motor trucks."

Hauls up to forty miles, it is suggested, should be made with trucks, in order to lessen congestion in terminal yards and release cars and locomotives needed for imperative Government shipments.

Hundreds of American executives, foreseeing this congestion, have already made their businesses independent of traffic hold-ups by installing Packards.

On long hauls—and short—experience and their cost sheets have satisfied them that Packard silent, chainless trucks provide *faster, cheaper and more certain* transportation now for their goods and materials.

Built in seven *economical* sizes by Packard Motor Car Company, Detroit.
Ask the man who owns one.

Packard

UNUSUAL TEA ROOMS

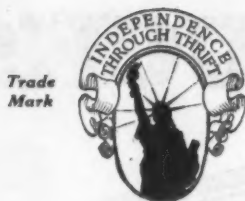
—a collection of delightful nooks and haunts, discovered by

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New York Evening Post
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Santa Claus— Advance Agent of Thrift

The "sane Fourth of July" is to be followed by the "sane Christmas"—and this is the year to start.

Because—it is vital this year that every ounce of energy—every moment of labor be *saved*. Material gifts cost *labor* and *goods*.

Every Thrift Bond sold this Christmas means \$10 worth of goods and labor *saved*.

This Christmas, men of means and men of foresight are going to give presents that develop Character, Thrift and Patriotism.

Thinking men will give Liberty Bonds or Thrift Bonds as gifts to their wives, their sons and daughters, their loyal employees and faithful friends.

\$10. THRIFT BONDS

are the very best of gifts because:—

- (1) They earn interest for their owner.
- (2) They start the habit of saving and investing.
- (3) They are absolutely sound and safe—conservative in every way and representative of the highest development of the Thrift principle in practice.

Thrift Bonds are 3% certificates of ownership in Governmental obligations held by the Equitable Trust Company of New York as Trustee.

Thrift Bonds are issued in \$10 and \$100 units, and are accepted at par in exchange for bonds of the Liberty Loan with no charge to holders except transportation, accrued interest and premium if any, at the date of the exchange.

Any bank or store can get them for you or they will be sent by registered mail prepaid on receipt of price by

National Thrift Bond Corporation

Under the Supervision of the Banking
Department of the State of New York

61 Broadway New York City

Motor Department

(Continued from page 658)

only from the standpoint of the danger to approaching motorists that the tendency to use high candle-power bulbs should be discouraged, for the double current consumption may result in a drain on the battery which the normal running of the car will not serve to replace, and the man who is thus prodigal with his light may find a "dead" battery on his hands when he most requires its services.

There are several methods available for changing the direction of the light's rays and concentrating them above the portion of the road to be illuminated. Such systems should be so applied that the direct rays from the lighting system rise to a height not more than forty-two inches above the ground at a distance of two hundred feet in front of the car. Naturally, the simplest method of such light regulations would consist in the proper focusing of the lights and the deflection of the lamps themselves so that the concentrated rays do not rise above a line drawn parallel with the ground. Notwithstanding all the labor-saving devices with which the modern car is equipped, however, there are but few provided with satisfactory headlight adjustments which will enable the amateur to tilt his lights or to spread them within the desired range. Even focusing devices are none too perfect, and it often happens that the change from the large tungsten type of bulb to the smaller gas-filled or nitrogen bulb of equal power will make necessary a difference in focusing beyond the range of adjustment furnished by the focusing device.

However, by the use of heavy gas pipe, wrenches, or other levers suitable for bending the lamp bracket and by the use of a specially designed lens intended further to deflect or bend down the rays which would normally rise above the forty-two-inch level, an exceedingly satisfactory effect may be obtained which will serve to illuminate the road far in advance of the car and yet will comply with all lighting ordinances and state laws. In lieu of an entire change in the lens, an attachment to the reflector and to the bulb itself, which deflects or absorbs the rays before they strike the reflector, will serve to convert the most unlawful lighting system into one which will make the road safe at night.

The help which science has given us, however, should not make us less courteous in our use of the roads. Danger attendant upon night driving has been greatly reduced, but consideration of others may still call for the use of the dimmer under certain conditions. Even the well-diffused light may be somewhat startling and temporarily blinding when suddenly turned upon a vehicle emerging from a dark lane, and inequalities in the road and the ascent of a short hill may often cause the rays of the properly-focused and directed light to strike the occupants of another car full in the face. Such conditions call for the use of the dimmer switch as religiously as was ever implied in the days when blinding head-lights were the rule instead of the exception that break the law.

Questions of General Interest

CARBURETOR ADJUSTMENT

R. E. B.: "How should a carburetor be adjusted to obtain the most economical result at high speed? I understand that a car will travel better on a lean mixture."

Auxiliary air can be fed to an engine at high speed. The carburetor should be set for as lean a mixture as is consistent with good accelerating qualities. The auxiliary air will need to be shut off when a heavy load at high speed is to be put on the engine.

WASHING AIR

C. P. T.: "If a large proportion of the carbon found in gasoline engine cylinders is composed of road dust, would it not be a good idea to provide some method of cleaning the air before it is fed to the carburetor?"

Such a system is hardly necessary on vehicles used in sections of the country where hard surface roads predominate. Accessories designed to wash air and remove all traces of dust are used on trucks and tractors operating in the arid sections of our country where dust abounds.

ABOLISHING MUFFLER CUTOUTS

S. L. M.: "Cannot something be done to remedy the use of muffler cutouts on trucks used in cities?"

Nearly all cities have ordinances prohibiting the use of the muffler cutout, but infrequently such restrictions are not properly enforced. The National Automobile Chamber of Commerce has recently decided that all trucks made by its members—who comprise the leaders in the industry—are to be manufactured without any provision for the use of a muffler cutout. It is to be hoped that this will remedy matters.

CAUSE OF FLOODING IN TWO-CYCLE ENGINE

J. A. W.: "During the past few months my two-cycle marine engine has suffered from a flooded base. I find it necessary to drain this out frequently when starting. What is the probable cause of this difficulty? I have had my carburetor thoroughly overhauled."

The difficulty is probably due to the use of a heavy grade of gasoline. This must be fed to the engine in a rich mixture, and as the imperfectly vaporized particles strike the cold side walls of the base the gasoline condenses and accumulates rapidly in the bottom. This causes succeeding charges, after the engine is finally started, to be too rich, and you therefore encounter all the trials and tribulations of a flooded engine base.

TESTING MILEAGE PER GALLON

T. K. M.: "How can I determine the exact number of

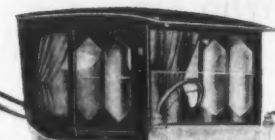
miles that my car will travel on a gallon of gasoline? It is equipped with a vacuum fuel feed system."

The most certain way is to drain nearly all of the fuel out of the main tank and then run the car until this, together with that stored in the auxiliary tank and the carburetor, is entirely exhausted and the engine stops. Then, if an accurately measured gallon is poured into the rear tank, the auxiliary tank and carburetor will be filled when the engine is again started. The car should then be driven until it again dies down from lack of gasoline, and the distance traveled will represent the exact mileage per gallon.

DANGER OF GASOLINE FAMINE

L. G. T.: "I understand that more gasoline is being used at present than is being produced. Under these conditions, how much longer will our supply last and why is not the price advanced more rapidly?"

A. C. Bedford, chairman of the National Committee on Conservation of Petroleum, gives some illuminating figures. Prior to last year there were in storage 174,000,000 barrels of oil. The oil consumption last year was nearly 20,000,000 barrels greater than the production, this difference being obtained from the reserve supply. Assuming a corresponding increase in demand beyond production, Mr. Bedford figures there is still a sufficient supply on hand to make up for this deficiency for the next five years. Something must be done to create an incentive which will make it worth while to drill new wells. The fact that the price has not risen in proportion to the increase in demand for fuel is a tribute to the public spirit and patriotic intentions of the oil companies, rather than an evidence that no serious condition exists. By applying some of the intensified distillation methods which science has produced, a greater amount of gasoline could be obtained. But such installations are elaborate, and time and money are required for their erection, and the war, with its increased demands for gasoline, was upon us too suddenly to permit the refiners to make the necessary changes in their plants. Furthermore, such changes would represent a decrease in the kerosene and lubricating oil obtainable.



\$50.00

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You can travel in perfect comfort in any kind of weather, if your Ford is equipped with a COZY TOP.

Professional men, salesmen and others who use their cars every day should not delay ordering. Make your regular calls in comfort, regardless of the weather.

On warm days your Ford is instantly convertible to an open car. No parts to be removed and left at home.

The COZY TOP is a marvel of mechanical perfection. The material is all high-grade, finished in black enamel. The famous Hunter Automatic Curtains are mounted on "Stewart Hartshorn" steel barrel rollers. They never stick. Widest door openings of any made. Fits snugly all 1915, 1916, 1917 and 1918 Ford Models.

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For Touring Car, \$67.00

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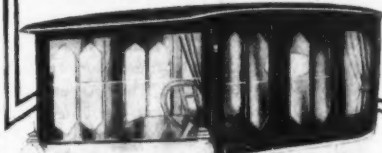
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\$67.00



Get the Drop on that Cough

Stop your cough before it stops you! Save needless doctor bills. You can stop the incipient cold and the heavy, rasping cough with



They taste good—they are good for the whole family, from the baby up. For seventeen years, millions of users have been proving it. Get them anywhere from coast to coast.

Good for the Throat—
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The Melting Pot

Food for Thought from Here, There and Everywhere

UNCLE SAM'S food bill for soldiers alone is \$800,000 a day.

Two New York policemen have been indicted charged with extortion.

The Rockefeller Foundation has given \$150,000 more toward army cantonment work.

A Chicago millionaire was recently arrested for stealing potatoes from a neighbor's garden.

Two thousand soldiers at Camp Upton have pledged themselves to read a chapter of the Bible daily.

A professor at Ann Arbor has been ousted from his chair because of an unpatriotic speech.

An anti-draft orator in Davenport, Iowa, has received a sentence of twenty years' imprisonment.

A New York boy has enlisted to get a chance to revenge the killing of his sister and two brothers by the Germans.

A Kalamazoo, Mich., girl recently killed her father to liberate her mother, sisters and brothers from his cruelty.

A Chicago grocer makes an additional charge of 5 per cent. for all food purchases made on credit or delivered.

The Grand Lodge of Illinois Masons has voted not to admit new members who are connected with the liquor business.

Motoring for pleasure in England has been forbidden since November 1st, because of the shortage of gasoline and motor oils.

The \$8,000,000 home of the Astors on the Hudson River has been accepted by the War Department for a soldiers' hospital.

At a recent Long Island county-fair, the sheriff stopped a raffle for the benefit of the Red Cross. It violated the lottery law.

Forty-six hospitals in New York City are facing a million and a half dollar deficit. Expenses are rising and donations falling.

A New York draft board recently exempted a man from the draft because he had been sentenced to be hanged within a few days.

Bishop Jones of the Salt Lake diocese of the Episcopal Church has been asked to resign because of his alleged unpatriotic attitude.

The United Fruit Company recently gave 4,000,000 bananas, too ripe to market, to the soldiers, public institutions and the poor of Boston.

In Portsmouth, N. H., was recently organized the first association in the country for insuring standing timber and young growth against fire.

A number of Williams College students spent a holiday in helping to move a Government freight congestion on the Boston & Maine Railroad.

The woolen trade of the United States has pledged itself not to use all-wool fabrics for civilian clothes. The only all-wool clothes will be in the army.

The municipal cold storage plant in Cleveland where housewives could store their food has failed. It cost \$72,000 to build and \$15,000 a year to run.

Medical authorities are urging soldiers to lick their wounds, claiming it is the most efficacious treatment for healing wounds not containing foreign substances.

Medical authorities of the French army have unanimously passed a resolution approving of introducing wine into the soldier's ration, because of its food value.

The increased value of farm products this year of over \$8,000,000,000 would enable the farmers easily to absorb the entire new Liberty Loan, with only one-third the amount of their excess earnings.

Secretary of War Baker recently declared that the manner in which the business men of the country had supported the Government was making "a stronger nation, a greater democracy, and a greater hope for mankind."

Let the people rule!



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Will Central American Republics Unite?

By W. E. AUGHINBAUGH

DURING the past few weeks there have been many rumors to the effect that the Central American republics of Honduras, Costa Rica, Salvador, Nicaragua and Guatemala were about to form a union and that a conference was to be called to prepare for adoption of a constitution and to arrange preliminary details. It was also intimated that the Republic of Panama would be invited to throw in its lot with the new confederation. As a consequence there has been considerable discussion in the press and among Government officials as to the outcome of such a union and what it

habitants, their inability to understand the real meaning of democracy, their natural suspicion of each other, and especially their general distrust for strangers, it is extremely doubtful if this much-talked-of union of Central American republics will ever be born, and if it is, it will not last for any length of time. There is ample precedent for this statement.

Several times during their stormy political careers these countries have attempted this same combination, but always, for some reason or other, the "child died a-bornin," except twice, and then each time it lived but for a short



IN PEACEFUL SAN JOSE

Such quiet scenes greet one on all hands. They little suggest the revolution after revolution that has been the history of practically all the Central American republics.

might result in so far as the United States is concerned.

These five republics cover approximately 175,000 square miles and have a population of 5,000,000, most of whom are of Indian or mixed Indian and negro blood. With the exception of the people of Salvador and Costa Rica, the majority of the inhabitants are densely ignorant, the illiteracy in Guatemala reaching 92 per cent. Each country has been repeatedly harassed and raided by revolutionists or else robbed by unprincipled executives such as Zayala or Cabrera. As compensation for the miserable governments and the exploitation of the natives, nature has been lavish in her gifts to these small republics, and I know of no richer tracts of land in the world, while but few spots on earth have the wonderful scenery that each one possesses or the springlike climate found inland on the plateaus.

The agricultural and pastoral possibilities of these countries are truly great. The continuous deposits of tropical vegetation for ages have produced a wonderful loam that some day will make Central America the truck garden for the United States, for all kinds of fruits and vegetables thrive there. Warm rains and tropic suns produce a grass that makes possible the growing of cattle on enormous scales in the rich savannahs to be found everywhere, and there are many mining and lumbering prospects.

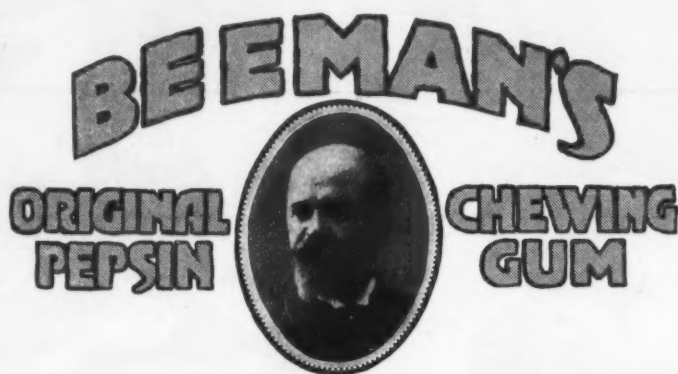
American capital has developed the fruit industry and will continue to enlarge such acreage for years to come. This will mean increased wealth and will insure stability to governments, for the time is near at hand when political malcontents will not be allowed by interested nations to disrupt a country's prosperity to gain personal ends. Bananas, coconuts, cocoa and coffee form the chief articles of export and are shipped to all the markets of the world.

Owing to the excitable nature of the in-

period. In 1855, William Walker, a Tennesseean with fifty-six followers, landed in Nicaragua and established a Central American Union of which he was the Chief Executive. His hope was that the United States would ultimately acquire control of the territory, but in this he was disappointed and after a stormy career was executed. No more wonderful character has ever stalked across the pages of history than this amazing adventurer and his band of filibusters, who were financed in their original movements by the late Cornelius Vanderbilt.

In 1885, Justo Porfirio Barrios attempted to organize a union of these republics, and this attempt resulted in his death. In 1895, the Greater Republic of Central America was created with Nicaragua, Salvador and Honduras as the original States. While plans were being formulated for the admission of Costa Rica and Guatemala, dissension developed, resulting in the dissolution of the "Greater Republic" and the creation of bitter hatred among the interested states, which time has but slightly modified. As one who for years has followed the history of these people, is familiar with their customs and languages, and who knows their temperament, I feel amply warranted in predicting that the present ambitious plan will be an utter failure.

Nothing of any value can come from such an organization. These countries can never mean anything from a military standpoint. Each one is practically bankrupt, and cannot get further credit from financiers. They will never be able to co-operate for their mutual good. There is nothing to be gained by such a union, either in local or world politics. They have never been potent factors in shaping history and never can be. They can never hope to be dominating in the management of even Latin-American affairs, and the present talk is little more than a tempest in a teapot.



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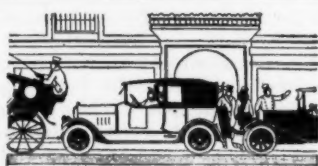
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Salvaging Man Power

(Continued from page 650)

meaning or sordid consideration of any description—just help! It isn't strange that it ends right in 90% of the cases. No round pegs are fitted into square holes. A convict seeking employment writes the Prisoners' Relief Society a month before he leaves prison and states his qualifications for employment. For the information of his would-be employer he sends along a warden's report. If he is a salesman, only employers of salesmen are canvassed; if an automobile man, he is sent to an automobile manufacturer; if an engineer, to a railroad, and so on. Dudding's plan is system and common sense combined. That is why it is proving successful.

Owing to restrictions imposed by politics, it is difficult to get wardens of penitentiaries to make statements about such men as Dudding and their accomplishments. But the warden of one of the largest penitentiaries in the South has the courage of his convictions and is willing to give credit where and when it is due. With regard to this movement, he writes me:

Mr. Dudding has visited our prison on two occasions and has spoken to the men most acceptably and in a way calculated to inspire them with new hope and courage. Quite a number of men have left here with cards of introduction to employers in various parts of the country, and some of these, we know, have secured good positions through the work of the Society. No man here who has applied to them has failed to receive their assistance in obtaining employment. I believe Mr. Dudding and his associates are doing good work and with greater facilities would do much more.

Placing 5,000 men a year in jobs is a big undertaking, but it is only a tithe of what this society is doing. It lives up to its name in every particular. So when a man is incarcerated it aids his family in practical ways, such as furnishing rent, food, clothing and physician's services when necessary. The stupendousness of Dudding's task can best be appreciated when it is realized that all this has been done on less than \$7,000 a year, because high salaries to officers are not part of the story. The men behind the society, as well as its active members, contribute their time and services gratis.

The work receives much help from railroads and steamship lines, which issue free transportation to the society's representatives. Street car, telephone and telegraph companies give of their service without charge, and the press has given of its columns to tell of the good work accomplished. Even Mr. Dudding's office force is practical philanthropy on a small scale. The girls doing the typewriting do it to learn and get only \$1 a week till they are proficient. Then, regretfully, Dudding assists them to secure other and more remunerative positions and draws a fresh list of volunteers to carry on his work, which, gathering momentum, increases in its good results in each succeeding month. Still there is much opportunity left to those who wish to serve along with Earl E. Dudding.

Christmas Gifts for Soldiers

JUDGE'S Trench Christmas is a plan authorized by the United States Government, endorsed by the United States Army and assisted by the American Defense Society which makes it possible for you to send a Christmas kit containing one dollar's worth of articles selected by experts—practical comforts and little luxuries—to an American soldier abroad, for fifty cents, exactly half what it would cost retail. Each package will contain a postal addressed to the donor so that the recipient can send his thanks directly to the one who helped make his holiday happier. Checks should be made payable to:

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Enclosed find \$..... as a contribution toward Judge's Christmas for American soldiers in Europe.
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Address.....



The Fate of the Unprepared

Among the remarkable events of this war no fact stands out more startlingly than the tragic sacrifice of Russia's unequipped soldiers.

The army has been victimized by intrigue and treachery. Guns were sent to the front without ammunition and ammunition without guns. Supplies were provided that when unpacked proved to be rubbish. Left stranded by communications that broke down under slight pressure the brave Russian troops hurled themselves again and again against foes perfectly prepared.

From the very verge of victory they doggedly fell back fighting with stones and clubs and iron bars, resisting heroically but ineffectively.

No thought can be more abhorrent to Americans than that of our

boys ruthlessly slaughtered because of lack of equipment or support which it is the first business of us at home to supply.

Our Government, never before so powerful, is working prodigiously in the preparation of armies and means of warfare. Throughout the nation there is a unity of purpose that is piling on the altar of liberty every personal ambition and corporate gain.

Mines, factories, farms, shipyards, the counting houses and shops of every industry are laboring day and night to supply the sinews of war.

The Bell System is co-operating to mobilize production, transportation and communication, and is using its every energy to speed up American defense.



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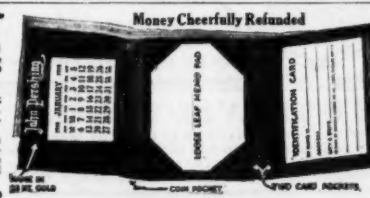
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Can We Fly to Victory?

(Continued from page 643)

to its possibilities; Fokkers were constructed in quantities and pilots in large numbers were trained. But the whole procedure was kept rigorously secret. When all were ready a large number were sent to the front, but with orders not to leave their hangars till a given day, and then to confine their work solely to patrolling over their own lines. Under no circumstances were they to fly over enemy territory, for if one fell into French or English hands the trick would be exposed and much of the effect would be lost.

The Germans Make a Killing

The German plan worked out admirably. They had concentrated the greater part of these new machines in two sectors, one British and one French, where preparations were being made for a simultaneous offensive, and where there would be a large number of Allied reconnaissance machines working over the German lines. The day came, the Fokkers were turned loose, and havoc reigned in the Allied ranks. A French or British pilot would be busily engaged over the German trenches when a Fokker would bear down on him. The distinctive German markings, black Maltese crosses, would be invisible at a distance, but, observing the distinctive Morane profile, the French pilot would mentally note the visitor as a friend, and would go on with his work. In the majority of cases the German approached to point-blank range, and opened fire before his nationality was suspected; he could shoot down his victim without taking the slightest risk himself. The reconnaissance pilots who escaped death in those first combats came back with wild tales of being attacked by one of their own Moranes. The Fokker's period of glory lasted only a few days, but during that time it caused what amounted to a demoralization in Allied aviation camps. Many of the best pilots were reported as, "failed to enter," a diplomatic way of saying, "shot down," and for a while Allied supremacy was gravely menaced, if not absolutely lost, in the very sectors where it was most essential to keep it.

However, this was only half the German plan; the Fokker was still farther exploited by a most judiciously conducted press campaign. Up to that time no airplane had ever been mentioned by name in any official communiqués; no one outside aviation circles had ever heard of Moranes, Nieuports, or Caudrons; to the public at large an airplane was simply an airplane. Naturally, when "Fokkers," and the doings of Fokker pilots, suddenly sprang up in every German press report, the plane was seized upon as something new and wonderful. Newspapers in America and other neutral countries played up the Fokker as a war feature, which was precisely what the German War Office desired and expected they would do. Even in the ranks of the French army we heard wild rumors of the speed, and of the achievements, of this latest German marvel; we wondered why our designers could not turn out a phenomenon like it. Even now, American writers often refer to the early superiority of the Fokker engine. All of which goes to show what well-directed propaganda can accomplish.

Many months later, when the Fokker had ceased to be a mystery, I had the good fortune to see one forced down behind our own lines. The pilot, a Bavarian lieutenant, was made prisoner, and the Fokker was run up to the hangars, alongside one of the old Morane-Sauleniers, which was then serving as a training machine. In design and measurements the two machines were identical. Outside of

the synchronization of the machine-gun, the only improvements the Germans had made in the months they had been using it were to change the landing chassis slightly and to strengthen the wings with steel tubing. A French pilot, who was familiar with the Morane, was given permission to try out the Fokker. It was such a perfect copy of the Morane that he had only to climb in and start off; within three minutes of the time he had put foot in the machine he was sailing over the hangars.

The Eclipse of the Fokker

A few days after the Fokker first appeared on the front the Allied aviators were "next." As soon as its similarity to the Morane ceased to serve as a disguise, the Allies' losses became smaller. The Germans had previously had no experience with rotary motors, so for the Fokker they used copies of the French Gnome used on Garros's Morane. These copies were inferior to the original, so the Morane always remained superior to the Fokker, except in point of numbers. About this time the French "Baby" Nieuport made its appearance, and the Fokker passed completely into shadow.

The Fokker's antecedents, inglorious as they were, did not detract from the far-reaching effect it had on military aviation. The adoption by the enemy of the fast single-seater confirmed the faith of the French, and both sides awoke to its possibilities. The appearance of the Fokker marked the beginning of the struggle for air supremacy, a struggle that has gone on in draughting-rooms and factories, as well as over the lines. Both sides concentrated their greatest efforts on the development of this type of machine. From an engineering point of view it became a race for speed. In an *avion de chasse*, speed and climbing-power are the two essential factors. As the name signifies its object is to hunt down the enemy. To accomplish this purpose it must be capable of overhauling and out-maneuvering the adversary. Its weak point is the lack of rear defense; if attacked from behind the only thing a fighting pilot can do is to try to escape, or to maneuver his machine into such a position that he can bring his machine-gun to bear on the enemy. It follows that, in order to accomplish its purpose, an *avion de chasse* must be faster than the enemy reconnaissance machines. As a matter of self-protection, it must be at least as fast as the enemy fighting planes, otherwise it would fall an easy victim.

The Battle for Speed Supremacy

The endeavors of aeronautical engineers to surpass the best efforts of the enemy are responsible for the fantastic speeds now achieved. Increasing speed is obtained by increasing the engine power, and decreasing weight and resistance. Monoplanes, including the Fokker and Morane-Saulenier, soon reached the limit of their development, and were discarded in favor of biplanes and triplanes. The rotary motor likewise went by the board, to be replaced by fixed motors of the general style used on automobiles, but infinitely lighter and more powerful. Minor constructional details have been given the most minute consideration; the number of brace wires has been reduced to a minimum; hundreds of experiments have been made to determine the most efficient cross-section for a strut; even the taper given to the end of the exhaust pipe is the result of painstaking calculation.

The limit has not yet been reached. France has new machines in construction which will out-distance and out-climb

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"The Recording Angel of the War" from the November Film Fun

The magazine opens to a film version of Michelangelo's well-known picture of "The Three Fates."

The portrait pages are devoted to Antonio Moreno, Viola Dana and Olive Thomas. Miss Thomas makes good with the promised story. "Let the Women Fight" was written for Film Fun while she was on the Coast filming "Broadway Arizona." It is a bright, entertaining story with a war slant.

There is a double page display "Gather Ye Rosebuds," being the prettiest stars in the exquisite gowns they wear in late plays.

A page review, with pictures, of Helena Smith Dayton's "Clay Folks" in their presentation of "Romeo and Juliet."

Three pages are devoted to comedies of the month and doings of comedians. Some new people until recently in vaudeville are likely to contribute much to the gaiety of nations.

Two pages contain scenes from current releases which producers think will probably be the first to go to the trench theaters.

One page contains reproductions of postal cards sent Film Fun by its friends. They come from all over the country.

Three pages are devoted to free lance reviews of recent plays and doings of the film world, by Linda A. Griffith.

A feature story "How to be a Moving Picture Actress, in One Lesson," is contributed by Bernadine Hilty, of Los Angeles, whose drawings illustrate the story. She lives where most of the pictures are made, and the story has a ring of truth.

A page of "Sons of Liberty" with face page of "Daughters of Freedom," show various film favorites defying the conventions in divers ways.

All the fun of the Film World.

Film Fun

Ten cents a copy
At all the newsstands

everything now on the front, and we have reason to believe that the Germans, likewise, are about to bring out something good. It must not be forgotten that there exists, always, the possibility of some really radical development. Progress thus far, great though it is, has all been along the same well-defined lines, but that does not bar the possibility of some startling invention which will start designers working along wholly new lines.

Developing Various Types for Special Work

The tremendous development of the *avion de chasse* had a natural reaction on all other types of airplanes.

From the standpoint of convenience the old "pusher" type of machine was ideal for reconnaissance and artillery control. The observer's seat was forward, where he had an unobstructed view, and where he could easily communicate with the pilot. But these machines too easily fell victims to the fast enemy. The mass of brace wires, and the motor and propeller in the rear, made them undefendable from attack from behind. Their only chance in a combat lay in keeping face to face with the enemy. Slow maneuvering as they were, this was well nigh an impossibility, and losses were high. Such machines, now, are never used over the enemy lines. The few that remain on the front are used only for the work that can be done in the interior of the friendly lines.

For work over the enemy we now use exclusively airplanes which are well suited to defense, and which are faster than were the earlier *avions de chasse*. To judge by their formidable armament one would call them fighting planes, as indeed they are. An airplane may be intended solely for photographic reconnaissance, yet the only feature that distinguishes it for that purpose will be the camera trap between the observer's feet. Outside of that, every detail is designed with an eye toward service in a combat. The observer's seat is away behind, his range of vision is seriously limited, and communication with the pilot is difficult, but he is well situated to stand off an attack. The observer has a movable machine-gun, and there is another one forward for the pilot, fixed, and controlled as on an *avion de chasse*. When on reconnaissance or artillery control the observer keeps a careful lookout behind, ready at any instant to change from wireless key to machine-gun.

The Triplane Comes Back

The increase in power and number of *avions de chasse* has led to the development of a new sort of observation machine, or rather to the resurrection and improvement of a type once discarded. This is the triplane, or three-seater, a large, fairly fast machine, carrying, beside pilot and observer, a machine-gunner. Its strong point is its almost perfect defense. The observer is forward, where he has all the advantages of view that were offered in the old "pushers," while the machine-gunner is behind where he can

meet attack from that direction. Gunner and observer each have twin machine-guns. Sometimes the gunner has a third, especially placed for shooting downward, and in some cases there are two more controlled by the pilot. With seven guns, or even with five, well handled, they are no easy prey. Conjointly this type of machine has another advantage, which is appreciated only by an observer. In a biplane the observer must interrupt his work every few seconds to look around for enemy planes, but in the triplane the gunner keeps the lookout, leaving the observer free to do his work without interruption.

The Caproni, used successfully by the Italians as a bombardier, was the forerunner of the present triplane. The Caproni has three motors, and carries two pilots and one machine-gunner, so, in point of defense, is no better than a biplane. The present triplane was developed by the French and English, along separate lines, but it was not long before the idea was adopted by the Germans. The Gothas, used in the recent London raids, were of this type.

The Germans "Adopt" Another Model

The beginnings of the Gotha were similar to those of the Fokker; just as the Fokker was inspired by the Morane-Saulnier, the Gotha was inspired by the English Handly-Page. Last winter, before they had been put on the front, one of the early Handly-Pages was sent from England to Dunkirk, carrying some \$6,000 worth of motor parts that were urgently required at the Dunkirk air station. The weather was such that no airplane should have been allowed to go out. The English pilot became completely lost in the fog and eventually landed behind the German lines. The Handly-Page represented considerable progress in triplanes, and the Germans at once appropriated these new ideas. The Gotha, however, is not the servile imitation that the Fokker was. It is smaller and faster than the Handly-Page, and is in many ways an improvement. The triplane is only in its infancy, and will unquestionably play a rôle of ever-increasing importance.

(Continued next week)

Before Going to Battle

When red death comes, as come perchance it will,
We shall stand forth to meet it without fear;
Not with defiance, nor with gladness, still
Without a tremor and without a tear.

Tho far from home in some war-shaken land
When it shall come, we shall not be dismayed;
One swift, sweet look behind—then we shall stand
Ready, erect and calmly unafraid.

PERRIN HOLMES LOWREY.



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IS THERE HOPE FOR RUSSIA?

It was the iron hand of Peter the Great that dragged Russia from the mire of barbarism. He did more for the civilization and welfare of his people than all his successors. By main force of an imperious will and an indomitable energy he, much against their will, transformed a people steeped in ignorance and superstition and given to



the most brutal indulgences, into a great European power. Peter was efficiency incarnate. No detail escaped him. As the first steps in civilizing them, he made the Russians adopt the European costume and cut off their unkempt beards. He created a navy, built a city of palaces among the marshes of the Neva, introduced the industrial arts, stimulated foreign commerce, built roads, dug canals, introduced the printing-press and placed Russia in the front rank among her European neighbors. Peter knew his people thoroughly. He realized that the regeneration of Russia could be brought about only through a strong government. How in a few short years he accomplished all that he did—how with all his talent for civilizing his subjects he could not civilize himself, but remained a barbarian all his life, devoted to brandy and guilty of the most shocking excesses—furnish some of the most interesting and curious chapters in history as told in *Peter the Great*, one of the 16 volumes in this beautiful new edition of

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Siberian Prison Camps

(Continued from page 647)

had accommodations for all the prisoners remaining in the camp in these log barracks that had been done over under the Association committee.

One barrack was taken for the chapel, and off of it was a large room to be used for concerts, school and the like. One of the cabins on the slope above was used for the orchestra to both live and practice in, another for the non-commissioned officers, a third for the kitchen and a fourth for the school teachers. Cozy places they were, too, as compared with the great

18,000 men, I started the library with 105 books bought in the nearby capital, the last foreign books to be found in the city. This library gradually grew until, at the time I left this summer there were over 4,000 volumes, with a central establishment and two branches, one for the school and one for the hospital. Yet the shelves were nearly always empty, for, although there was a limit of from one to three days for keeping books out, practically the entire library was out and being read all the time. The books were



A PRISONERS' ORCHESTRA

Orchestra of the Young Men's Christian Association Music Department at Berezovka, Siberia. Prisoner officers are in a camp near Irkutsk. They have two log cabins for athletic and social clubs, secured for them by the Young Men's Christian Association and equipped with the assistance of the Association Secretary.

warehouses where the men had formerly been confined.

Some of the large barracks were occupied by Turkish prisoners, and I gave them fifty rubles with which to equip their mosque, even going so far as to hunt up a Mohammedan mullah in a nearby town and buy from him all the Korans to be had. For the Jews in this and other camps we gave what financial assistance was necessary for their worship, and helped them in securing from the Russian authorities a special room for their religious observances. As a rule, both Roman Catholic and Protestant services were held at different hours in the same barrack, equipped by the men themselves at the expense of the Young Men's Christian Association. Where only one room could be secured we often had to use it also for schoolroom, concerts and other purposes.

In each of the ten camps in my district where we had a complete organization, we had a school with from five hundred to one thousand students. Of course, there were professors from colleges and high schools interned in the camps who gladly gave their services as teachers and lecturers. The school curriculum in each camp ranged from teaching Hungarians and Czechs to read their own languages, simple arithmetic and geography, through almost all the modern languages; also Latin, Greek and Hebrew, including in addition many classes in what would be college or university subjects, such as chemistry, physics, psychology, law and the theory of music. There were usually from 35 to 40 different classes operating at the same time in each of the camps, as well as lectures on various scientific and literary subjects once or twice a week in the evenings.

In each camp, also, there was a library. In the great camp at Berezovka with

so much used that one bookbinder was unable to keep up with rebinding them as they became worn.

One of the most useful departments of our work was the orchestra and in each of the ten camps in my district we had at least one, in several camps more than one. One of these orchestras consisted of 48 members, all professional musicians, chosen out of 18,000 men, a number of whom had formerly played in the Royal Opera House at Vienna or Budapest. The majority of the prisoners were Hungarian, and music is as necessary to a Hungarian as food. Never in all my travels and residence in

Europe have I heard better music than that which we had in the Siberian prison camps. At first it was impossible to secure printed notes, and the bandmasters worked all day and sometimes late into the night writing out from memory the classical compositions of the world's great composers. Or, if we were so fortunate as to secure some favorite set for the piano, they were always able to reset the piece for orchestration. Of course in Siberia it was impossible to buy sufficient instruments. The wood and wind instruments

were secured as best we could from second-hand shops or broken-down orchestras or imported from abroad, but the violins, cellos, basses, drums and xylophones were made by professional instrument makers interned in the camp, the work being done as a rule in the handicraft shops equipped by our welfare department. Each camp also had both Hungarian and German choruses, some of the members of which had formerly sung in opera.

Special sub-committees for amateur dramatics were appointed and worked in connection with the music committee. Many original musical comedies and operettas were composed in the camps and



MR. HUGH A. MORAN

The author in Siberian winter costume. On going out with the thermometer 40 below zero, the fur collar must be turned up on the head.



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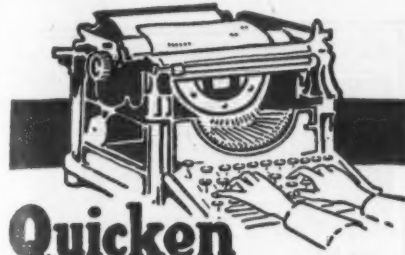
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also some pieces of heavier music. Great was the joy of the prisoners when they were able to produce these compositions.

At first I felt some doubt about allowing the dramatics, as I feared the Russian authorities might feel the prisoners were having too good a time, but in several camps I found that Russian officers, bored by the life in a Siberian village, not only went themselves to these performances, but took their wives and friends, and commanded the prisoners to get up a new performance every other week with a fresh concert in between. I happened into one of the camps the day they were giving their first performance, which was attended also by some prison officers. One of these, a Polish major and a senior-officer of the camp, thanked me at least half a dozen times for what was being done for the prisoners.

Athletics were not overlooked. Although the actual number who could participate was very limited, the contests between the different barracks or nationalities interned in a single camp created tremendous interest. Association football was the most popular sport and in a single camp were twenty-five football teams playing in competition. Both field and track sports were also held, volley-ball introduced, and in winter indoor "turning" or gymnastics.

I cannot pass by without mentioning the shops we established in many of the camps for repairing and making boots and shoes, making and repairing clothes, carpentering and handicraft. Even before we began our work in the camps we found that the men made small articles for sale in order to gain a few kopecks with which to buy food. They used what they had, such as soup-bones, from which they carved finger-rings and bas relief vases, or bits of old board and boxes, which were made into very attractive picture frames. One prisoner made several handsome candlesticks, the base from bullets melted down and moulded, the stands from two cartridge shells which he had carried in his pockets from Przemysl, the cap being hung about with bangles of bullets picked up at the front.

Perhaps the best single example of ingenuity is that of a Hungarian who at home was an interior decorator. This man had nothing with which to work except the black bread that was given him to eat and not too much of that. He ate the crust and saved the center part which he chewed into a paste and colored with the dye powder which the Russian soldiers use to color Easter eggs. From this he fashioned jewel cases decorated with bunches of grapes and baskets of fruit or other devices. The boxes were then baked in the sun until they were hard and quite substantial, and later were sold to the officers or to chance Russian visitors for eighty kopecks apiece. I said to him one day, "I suppose when you go back to Hungary you will introduce a new industry and start a black bread factory." He said, "Oh no, I am already too tired of chewing; I have to chew all day to make those bread boxes." I suggested that he might hire somebody else to do the chewing, or, perhaps, might train a cow to chew her cud that way. Then he said, in all seriousness, "The cow might chew it all right, but I am afraid she would swallow it." "Well," I suggested, "you might put a ring around her neck the way the Chinese fishermen do with their trained cormorants." "Of course," he said, "that might work." And a general laugh went up from the crowd that was always standing around. The products of these little shops were principally sold locally, but I bought up large quantities and sold some in the Russian towns; others I shipped abroad, for they will be treasures of historical interest.

Everywhere we met with gratitude and good will from the prisoners. America's entrance into the war made no difference in the attitude of the prisoners toward us

and our work. The following quotation from a memorial submitted to the writer by the Association Executive Committee in a camp shows their attitude.

(Translated from the German)

PRISONERS OF WAR CAMP AT—

YOUR WELLBORN HIGHNESS,

"It blesteth him that gives and him that takes."

William Shakespeare.

While from all fronts come reports which make it known that the war continues with undiminished severity, your Wellborn Highness brings to us the news that a World Society of Christian Young Men has set itself the task of mitigating the lot of the prisoners of war. We soldiers who all, without distinction of nationality or citizenship, have fought for a better future, thank, with all our hearts, this Christian youth so ready to help, and pray to the Almighty for a prompt peace and that He may send a new and peaceful epoch in which the hearts of all nations upon this earth may be knit together in order to work out their common destiny according to the example of this Christian Young Men's Association.

With particular heartiness do we thank the representative of the American people as the bringer of this embassy and we ask your Wellborn Highness to say to your people that before the expression of the final thanks of the governments of all the warring states for this most effective assistance of the Americans, gratitude has imprinted itself upon the hearts of the soldiers. The memory of these good deeds will live in us whether we return to the stirring activity of world cities or remain in our cloud-surrounded mountain cabins.

The work of the Y. M. C. A. will have indeed a real part in re-cementing the broken bonds of the nations and in helping to knit together the hearts of all nations in order to work out their common destiny. And it must be remembered that a like work has been done for more than five million prisoners of war held in the various countries that are now taking part in the conflict.

The Young Men's Christian Association has had a large staff at work not only among German and Austrian prisoners in Siberia, France, England and Italy, but also among the allied prisoners held in Germany, Austria and Bulgaria, and, though America is now at war, this work for our own and our Allies' men continues, supported by gifts from America and the allied countries and under the direction of neutrals from Switzerland, Holland and Scandinavia.

When America declared war, Russian officers used to ask me, "How can you work for your enemies; is not America at war also?" My answer was always the same: "I am working here as a representative of the Young Men's Christian Association and as our Association is international, I see no reason why we should not continue, and it is also a Young Men's Christian Association and Christ said, 'Love your enemies.'" This answer was always sufficient.

A Song of the Shrimp

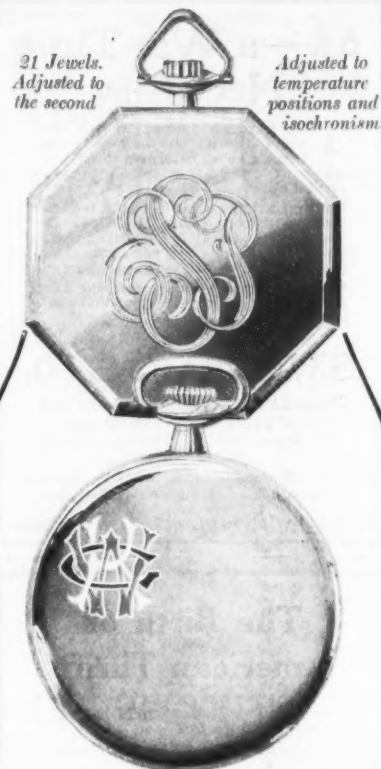
Hail! dainty dish before me set,
Rich treasure of the dripping net,
Baked to an appetizing turn,
Your steaming fragrance makes me yearn
To eat and eat and eat and still
My dinner-plate again to fill.
Five hundred ways prepared as food,
In each and every one as good.
You little shrimp—I like you.

Scooped from the clean white ocean-floor
Where mermaids gathered pearls of yore,
The fairy shellfish on the sands
Are boiled by quick and skilful hands,
Until the tender, toothsome meat
Is pink and succulent and sweet;
Extracted then, and canned with care,
It's ready for the bill of fare.
You little shrimp—I like you.

The lobster's claw is out of joint,
And deviled crab has dropped a point;
The oyster, good old favorite
That cheered us many a winter night,
Has now a rival from the South,
A morsel melting in the mouth.
The shrimp is here, and here to stay.
Give me another helping—say,
You little shrimp—I like you.

In New Orleans we used to find
The shrimp deliciously enshrined
In all the famous French cafés,
Served up in divers tempting ways
To please the most exacting taste,
By fat black mamie run to waist.
Old friend, I know you by the label,
So welcome, welcome to my table.
O! little shrimp—I like you.

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POWERFUL ADVOCATES OF THE LIBERTY LOAN

These four widely known men were conspicuous figures at a recent large mass meeting held in Carnegie Hall, New York, to promote the subscribing of the \$3,000,000,000 of 4 per cent. Liberty Bonds. They are, left to right, standing: Dr. Nicholas Murray Butler, President of Columbia University, and J. P. Morgan, head of the great financial house; sitting: Viscount Reading, Lord Chief Justice of England, and Benjamin Strong, Jr., Governor of the Federal Reserve Bank. Dr. Butler and Lord Reading made eloquent and effective speeches.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

"LOOK before you shoot!" is the timely warning just given to sportsmen by Conservation Commissioner Pratt. While he addressed it particularly to the deer hunters of the Adirondack and Catskill Mountains in New York, it might well be regarded as a timely admonition to all concerned, and especially those who speculate in Wall Street securities.

The stock market has had a scare. It would have taken but little more to make it a panic. There is no escaping that fact, but those who have been talking about the situation and comparing it with the evil days of 1907 did not look before they shot.

It is true that a few securities have recently fallen to the low level of 1907, including St. Paul, Delaware & Hudson, Erie, Great Northern preferred, New York Central, New Haven, Northern Pacific, and Pennsylvania, but for the most part active securities, low as they appear to be, are considerably higher than they were during the panic of 1907.

Some are way "out of sight" as the saying is, for they are selling from five to ten times the prices of 1907, when U. S. Steel could be bought at 22, American Beet Sugar 8, Bethlehem Steel 8, Central Leather 12, Int. Marine common 5, preferred 10, International Paper 7½, Republic Steel 12, U. S. Rubber 14 and Utah Copper at 20.

Those were bargain prices. I did my best to impress upon my readers at that time that they had a great opportunity to make a big profit, if they had the cash with which to make the purchases, for during panics it is always money that talks the loudest.

I sincerely believe, in spite of the

pessimistic feeling of a great many shrewd observers, that we shall emerge from this period of destructive legislation into a higher plane of nobler, better, safer, and saner thinking.

We may not have this in the immediate future. It may not come until the people are more fully aroused to the gravity of the situation and until the administrators of public affairs get over the crude notion that the way to get the votes of the populace is by catering to those who would make warfare upon the corporations, upon capital and upon accumulated wealth and vested interests indiscriminately.

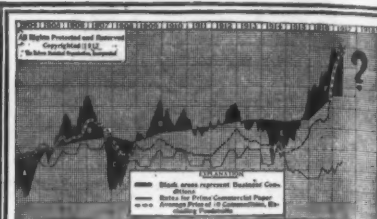
In my forty years' connection with financial matters, I have witnessed many conditions analogous to the present, and found that we could outgrow them all. I have referred frequently to the so-called "rag money" craze and the Populist outbreak and the Granger uprising in politics, and more recently to the clamor for free silver, with its endorsement by 6,000,000 American voters.

We have survived all these crude, ill-digested and more or less sectional outbreaks of the proletariat, and I am confident that, before long, we shall see daylight again amid the darkness that has enshrouded the common sense of the thoughtless and irresponsible who constitute so large a part of the voting element.

I do not say that these voters are not sincere and well intentioned, but I do say that they are misled by the vociferous clamor of orators of the soap-box class and editorial writers striped with yellow.

The country is all right! I agree entirely with the opinion of that eminent Western financier, Mr. Arthur M. Reynolds, of the Continental and Commercial Bank of Chicago, that there is no reason to warrant investors in sacrificing good stocks at current prices.

Of course, the unfriendly attitude of State Commissions and the I. C. C. at Washington toward the railroads and public utilities generally has had its effect. But it looks as if the I. C. C. were ready to treat the railroads with



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more consideration, possibly under the persuasive influence of the President himself.

The public is also learning that the high cost of living, after all, is not to be blamed on the trusts, for it is higher today than ever before, while the trusts have generally been eliminated.

There are reasons for the heavy liquidation of securities. It must be apparent to every student of the complex, conglomerate and undecipherable new war revenue bill that heavy holders of securities, with large incomes, subject to an excessive super income tax, have been lightening their loads and putting the proceeds, as far as possible, into securities exempt, or partly exempt, from super taxes.

If these heavy holders have sold at a loss, as many have, they can deduct their losses from their incomes for the year. They will undoubtedly do so. I predict that this will lead to a decided shrinkage in the income taxes anticipated from some of our richest citizens.

The extension of the income tax to unmarried men having incomes of over \$1,000 will undoubtedly make up the deficit and add tremendously to the number of income tax payers. Instead of having all the income taxes paid by less than 400,000 persons, they will be paid, under the new law, probably by several million thrifty individuals. This is as it should be, for the one way to impress upon the people the need of an efficient and economical administration is by making all bear their share of public expenditures.

I was pleased to read ex-President Taft's fair statement in defense of the bankers of this country. In his words, "they have been much abused and their patriotism is unequalled." The bankers of this country, and especially of despised Wall Street, are largely responsible for the tremendous impulse given to our two Liberty Loans. Night and day, they have devoted themselves to the service of the Government. No soldier in the trenches has worked harder nor been more loyal, the Hon. Champ Clark to the contrary notwithstanding.

The timid holders of securities who always rush to sell whenever a break comes, and who are always eager to buy back again what they have sold, whenever the market begins to advance, have unloaded good securities that will all come back to higher prices in due time. Those who bought on slender margins were compelled to sacrifice their stocks. Hence the danger of buying more than one can take care of.

It is better to own a small block of stocks and to be able to weather any gale than to have large holdings on margins that may be wiped out. I still believe that those who have the money to buy the best of the dividend payers and who have the patience to hold them, not only for a few months, but if necessary for a much longer time, will get good returns.

W., SO. BETHLEHEM, PA.: Victoria Oil does not commend itself to an investor.

V., PHILADELPHIA, PA.: It would be better to put your \$1,000 into sound industrial or railroad securities than into mining stocks.

C., CLEVELAND, OHIO: The decline in Studebaker was due to adverse conditions in the motor manufacturing business and the cutting of the dividend from 10 to 4 per cent.

W., PITTSBURGH, PA.: Any one who promises to make you a profit of \$750 on an investment of \$300 within six months is fooling you. If he could do this for you, he would do it for himself.

G., CHARLESTON, MO.: American Woolen preferred and American Tel. & Tel. are excellent stocks. If you should buy one share of S. O. of N. J. around \$500, it should pay you well eventually.

M., AMHERST, OHIO: It might be well to even up on Ray and Chino at present prices. But I prefer standard railroad or industrial dividend-payers, attractive at current figures, to any mining stocks.

L., GREENSBURG, IND.: The stock market has virtually passed through a slow panic. Recovery would seem in order. The very high figures of the past are not very likely to be equalled soon. Don't sacrifice your holdings.

P., INDIANAPOLIS, IND.: M. K. T. is still in receivers' hands. The common stock is not "a good investment." If the road should be reorganized the stock would have to pay an assessment. Rock Island preferred is attractive, the common a long-pull speculation.

L., BELLEVILLE, ILL.; B., ANNA, ILL.: The Elgin Motors Corporation is producing a good car, but in asking \$17.50 per share for its stock, the company is putting a strain on investors. This stock is quoted in New York at \$9 bid, \$9.75 asked. This is so peculiar a circumstance that I do not advise purchase of the stock.

B., FORT WORTH, TEXAS: Despite largely increased earnings in 1916, there are accumulated dividends of over 114 per cent. on American Hide & Leather preferred, and the full dividend is not yet being paid. If the company during the war period has not reduced arrears on preferred, the after-war outlook for common is far from bright.

S., PEDRICKTOWN, N. J.: A man with \$200 to invest would do well to put \$100 in a Liberty 4 per cent. Bond, for in time this should command a premium of 5 to 15 per cent., depending on the state of the money market. The other \$100 would buy a share of Atchison preferred, U. P. preferred, or Corn Products preferred, which stocks have both investment and speculative possibilities.

W., LOS ANGELES, CAL.: There is said to be a pool in Distillers Securities. Whether Distillers' and Industrial Alcohol will combine is known only to insiders. The excess profits tax is not likely to use up all of Distillers' surplus, though it will take a big slice of that. The rise in the stock was based on a claim that the company will profit greatly by its large reserve of spirits in bond and that by making industrial alcohol it can offset the loss arising from the war prohibition act.

D., NEW CANAAN, CONN.: You could with reasonable safety invest \$3,000 in industrial stocks like American Woolen preferred, Corn Products preferred, U. S. Steel preferred, American Locomotive preferred, American Smelting preferred, American Sugar preferred or Bethlehem Steel new cumulative preferred; or in railroad stocks like Atchison common and preferred, U. P. common and preferred, or Southern Pacific. These give good returns; have an investment quality and speculative possibilities at present prices. You could put \$5,000 into Liberty Loan 4's, which are some day bound to sell at a premium; Bethlehem Steel 5's, U. S. Steel 5's, Balt. & Ohio conv. 4 1/2's, N. Y. C. 4's, So. Pac. conv. 4's, U. Pac. conv. 4's or So. Railway first conv. 5's. In addition to these you might consider first-class real estate and farm mortgage bonds. It would seem to be good policy to even up on No. Pac. at present price. United Shoe Machinery has not receded very far from your purchase price, and it would be better to hold.

New York, November 3, 1917.

JASPER.

FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of *Leslie's*, follows:

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An interesting pamphlet, L-25, giving full information regarding Wisconsin Dairy Farm Mortgages making a good yield will be sent free to any applicant by Markham & May Company, Milwaukee, Wis.

The Reliance Homestead Association, Dept. A., New Orleans, La., will mail to any address full particulars regarding a 7 per cent. investment, backed by first mortgages and exempt from income tax.

For correct views of the financial situation and valuable suggestions for investments, investors should consult "The Bache Review." Copies are sent without charge on application to J. S. Bache & Company, members New York Stock Exchange, 42 Broadway, New York.

An attractive offering in the shape of 6 per cent. Secured Real Estate Certificates, based on desirable property and guaranteed, principal and interest, is made by the Salt Lake Security & Trust Company, Salt Lake City, Utah. Detailed information on is furnished on request by this company.

Many industrial companies are still enjoying prosperity. I. D. Noll & Co., 44 Pine Street, New York, recommend the stock of the Carwen Steel Tool Company which returns about 10 per cent. on present prices. The United States Government and leading steel and implement manufacturers are among the company's customers. Correspondence is invited by Noll & Co.

Investors desiring a good income return, with safety, may well consider the first-mortgage serial bonds safeguarded under the "Straus plan." These issues are secured by valuable real estate in large cities, yield 6 per cent. and mature in from two to 10 years. For an investment list describing a variety of these bonds, write for circular No. O-703, to S. W. Straus & Co., 150 Broadway, New York, or Straus Building, Chicago.

How the war is teaching thrift to Americans and giving them a taste of the satisfaction of saving is explained in an interesting booklet, "The Birth of American Thrift," written by the well-known financier, John Muir. This work, which has been ordered printed by the United States Senate, as a public document, should be in the hands of every investor. Copies of the publication are being distributed free, by John Muir & Co., specialists in odd lots and members New York Stock Exchange, 61 Broadway, New York.

All persons liable to the income tax should be interested in securing a helpful 60-page booklet entitled "Digest of the Federal Income and War Excess Profits Tax Law," issued by the National City Company, National City Bank Building, New York. The booklet contains an expert analysis of the war-tax law in its application to individuals, partnerships and corporations. It should be of much use in clearing up complex questions arising under such an act. Copies may be had from the National City Company on request for Booklet L-76.

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Bulgaria Wooing the Allies

By CHARLTON BATES STRAYER

THE weaker nations, first to feel the exhaustion of war, are most insistent in their demands for an early peace. At this writing Bulgaria in her ardent desire for peace occupies the center of the stage. At the very moment the German Kaiser and the Bulgarian King were exchanging assurances at Sofia of mutual loyalty to their common cause, Bulgarian agents in a neutral European capital were seeking to lay before the Entente Bulgaria's desires for peace and resumption of cordial relations with the Entente Powers. In Washington at the same time, Bulgaria's Minister, Stephen Panaretoff, made the statement that "Americans and Bulgarians would never face each other in the war."

No nation entered the war with more sordid motives than Bulgaria. German and Allied diplomats were each bidding for her support. At a time when Germany's chance to win the war seemed bright, German diplomacy outbid British in promises, and Bulgaria sided with the Teutons. Ferdinand, styled "the Fox of the Balkans" years ago by a German diplomat, entered the war to acquire certain territory at the expense of Serbia, Rumania and Greece. Bulgarian armies now occupy these territories, which if retained would make Bulgaria the dominant power in the Balkans. But this was never contemplated by the Kaiser; Bulgaria was merely to be a link in the Berlin-Bagdad Empire. Bulgaria evidently has visions of more "scraps of paper," and of economic slavery to Germany when the war is over. Germany's refusal to be impressed with Bulgaria's aspirations, and the press controversy in certain German and Austrian newspapers, in which the Serbian claims to parts of Macedonia were defended, are evidences of friction between Bulgaria and her allies. This is further illustrated by the suggestion, from Bulgarian sources, that Serbia should be compensated with Austrian territory from Bosnia and Herzegovina. The fact that the United States is not at war with Bulgaria or any of Germany's allies, but only with Germany, is of great significance in the discussion of separate peace. If any of Germany's wavering allies are able to secure a sepa-

rate peace with the Allies, it would be a severe blow to Germany and would shorten the war.

Fighting the Peace Propaganda

THE Allies not only have to fight the enemy in a military way, but have also to offer strenuous opposition to the persistent efforts of Germany to secure a premature peace. German agents have never worked more persistently than they are now working, in every favorable quarter throughout the world, for an early peace. It is said that von Buelow made a peace gesture to the Socialists of France and Italy which indirectly was responsible for the latest French political crisis. Ribot had refused to issue passports to Socialists for the Stockholm conference, and turned a deaf ear to von Buelow's offer on the ground that it was a peace trap. Terms in regard to Alsace-Lorraine were not published, but they were enough different from von Kuehlmann's "Never, never" to interest many Socialists, already peeved by the refusal of passports to Stockholm. As the result they forced Poincaré to drop Ribot. This is the sort of insidious propaganda the Allies must counteract.

Until the military collapse of Russia took place, the Entente had banked upon winning a satisfactory peace in 1917. They are now making no predictions as to the duration of the war. Lloyd George sees no peace in sight, but declares that the best way to shorten the war is to prepare as if the struggle were going to be a long one. "The only terms to which Germany would now agree would result in an armed truce. Horrible as the present war is, an armed truce would mean preparation for another war as much more horrible as international hatred backed by science could make it. Lord Northcliffe told a gathering of editors from seven of the Middle Western States the other day that the war had only begun. Sir Eric Geddes, First Lord of the British Admiralty, in a letter to an American friend, points out that America is repeating the experience of Britain in the early months of the war in awakening but slowly to its magnitude, and that peace is still a long way off.

Socialism Names Terms

SOCIALISM speaks not only in the peace terms proposed by the organizing committee of the Stockholm Conference, but in the more radical proposals of the Russian Council of Workmen's and Soldiers' Delegates. In both pronouncements, German influence is apparent. The Stockholm Conference provides for the complete evacuation of all occupied territories in Europe, the return of colonies, and the restoration of devastated territories by means of an international fund. All contributions and requisitions upon Belgium contrary to international law are to be paid by Germany, the amount to be determined by the Hague Arbitration Court. Solution of the Alsace-Lorraine question is to be arrived at by a plebiscite. The peace program of fifteen articles outlined by the Central Executive Committee of the Russian Council of Workmen's and Soldiers' Delegates includes the salient features of the Stockholm conditions and certain other features that bear even more unmistakably the stamp, "made in Germany." One of the most radical articles provides for the neutralization of the Suez and Panama Canals, a proposal which undoubtedly originated at Potsdam. The fourteenth article says: "The conditions of peace should be settled by a peace congress consisting of delegates elected by the people and confirmed by Parliament."

Taken as a whole the peace program of this council is conclusive evidence that its members are, as the New York Evening Sun well says, "amateurs of the crudest kind in international politics, or indeed in any sort of large affairs." Russia will be headed toward disaster so long as this comparatively small group is permitted to dominate the Government. Later dispatches say, according to the *Vechnye Vremya*, that "the Soldiers' and Workmen's Deputies frankly admit that they are planning civil war." The Russian Ambassador to the United States says "the idea of a separate peace on the part of Russia is out of all consideration," and that the "only peace possible to Russia is a genuine peace on democratic principles established in full agreement with our allies and the United States."

How Ships Talk

By PRENTISS PECK

THE present day radius of wireless communication is well known to everyone. But the manner in which ships talk to each other when close aboard or in a crowded anchorage is not so universally understood.

The systems in use in the United States Navy gives one an excellent idea of the practicability of communication between numerous ships when anchored 500 yards apart or steaming in column with the same interval. Military considerations require that these systems be quick, reliable and efficient.

Directly responsible for sending and receiving all messages are the signal quartermasters and the signal boys. Their station is on the signal bridge, a part of the ship designated for the purpose and equipped with all the required apparatus. Several sets of international signal flags, special Navy signal flags, small semaphore flags, large mechanical semaphores, key-boards and circuits for the electric night signal lights, portable wireless sets, long and high-powered telescopes, halyards running to the signal yard high up the mast are placed on this bridge.

A message to a ship near at hand is

usually sent by semaphore. In this method each word is spelled out letter by letter. The sender takes a position facing the receiver. The position of the arms relative to the body indicates the letter. For each arm there are seven positions,—the horizontal on either side, forty-five degrees above, the forty-five degrees below the horizontal on either side, and the vertical position. This arrangement gives twenty-eight positions for the arms, twenty-six of them being used for letters of the alphabet. To aid the one receiving, small flags are carried in each hand as an extension to the arms. An expert signalman can semaphore messages to another ship at a rate of thirty words a minute.

When the distance between ships is greater the mechanical semaphore is substituted. This consists of a pole of square section about fourteen feet high, with a pivot near the top on which two arms are suspended. Near the base are two handles connected to the arms through two sprocket wheels and a sprocket chain. The operator turns the handles into any required positions of the semaphore code, the arms at all times

paralleling the handles. This method is not as fast as the former, although twenty to twenty-five words can be sent a minute. At night the arms are fitted with electric lamps, rows of lights showing the position of the semaphore.

Flag hoists are used for general signals to the fleet. A hoist may consist of any number of flags, depending on the message it represents. On the signal bridge flags are hung in specially prepared slots in racks and snapped on to each other by means of a ring and snap hook.

At night, besides the semaphore, a system of colored electric lights is used called the "Ardois." There are four globes in a vertical line, each globe capable of showing either a red or white light. Each display represents a letter, and the words of the message are spelled out as with the semaphore.

The telegraph code is also used at night by means of a white light that is flashed for a long or short interval, depending on whether a dot or dash is intended.

Powerful telescopes or binoculars are used by all quartermasters and signal boys when receiving messages. These rivet attention on the message being sent.

N.Y. CITY WARTIME REAL ESTATE

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BROOKLYN'S EMANCIPATION

A FEW weeks ago the first link in the great Brooklyn-Up-Broadway Subway is opened for travel to 14th Street, Manhattan, enabling thousands of New York's congested population to secure cheaper rents and better living conditions. Step by step, the operation of this great subway will be extended and by next year nearly two million people can reach \$590 lots as easily as they can now reach \$5,000 lots.

150
Brooklyn Lots
At 1/2 Value

(To Close Estate of Late Chas. E. Wood)

\$590 Each

\$5 Down

\$5 Monthly



MANY of the country's largest fortunes are based on wise and TIMELY purchases of land in New York City. This advertisement offers a war time investment opportunity to the present generation, which fairly entitles it to be called the greatest "buy" in the United States to-day.

Mr. Chas. E. Wood, late member of the firm of Wood, Harmon & Co., had substantial holdings in the firm's various New York City realty developments. As Mr. Wood's heirs request a speedy settlement of his estate, WM. E. HARMON & CO., Inc., formerly Wood, Harmon & Co., must offer part of their Brooklyn holdings at ABOUT ONE-HALF VALUE, to ensure a quick sale.

These lots are most desirably located, being accessible to the Eastern Parkway Subway, part of the colossal \$366,000,000 Dual System of Subways now within less than a year of completion. At present, trolleys on Church Avenue, East 98th Street and Rockaway Avenue convey passengers to Manhattan for a 5-cent fare.

The opening of the first subway from the center of Manhattan through Brooklyn should herald the coming boom in Brooklyn real estate. Foresighted people will not wait until the best bargains are picked up. It is better to be two months too early than two minutes too late. If we are not mistaken, the rise in values will be something like Washington Heights, where lots could be bought for \$2,500 before the opening of the subway that sold for \$6,000 afterwards.

Free Trip to New York

We want every customer to visit New York and inspect his purchase, and we therefore make the following offer, viz.:

We will allow your entire railroad fare to New York City and return, not to exceed \$36, crediting the full amount on your purchase. We only require that the inspection be made with our representative, and within one year from the date of purchase.

Our References

We have been in business over twenty-nine years and are considered the largest real estate concern in the world. We refer you to your own bank or any commercial agency regarding our financial standing and reputation.

Mr. Wood's interests MUST be disposed of at once. WM. E. HARMON & CO., Inc., the most widely known and largest realty operators in this country, stand behind the offer, which is an assurance of the soundness of the investment. "Buy now and share in the dividends of the future."

Don't wait! There may be a big response to this offer. It is an opportunity which rarely comes. ACT NOW!

Cut out this coupon and mail to

Wm. E. Harmon & Co., Inc.

(Formerly Wood, Harmon & Co.)

261 Broadway, Dept. AJ5, New York

Money Back If Not Satisfied

Come to New York at any time within ninety days after date of your purchase; visit our properties with our representative; keep what you have if you think it is the best bargain in our \$12,000,000 holdings; change it for any other lot if you will, or go to our cashier's desk and get back every dollar you have paid us if you are not satisfied with any of our lots.

Dept. AJ5

Wm. E. Harmon
& Co., Inc.,
261 Broadway, N. Y.

Please send me full particulars of your War Time sale of Brooklyn Lots at \$590

Name.....

Address.....

CUT OUT ALONG THIS LINE, SIGN AND MAIL

Chesterfield

CIGARETTES

of IMPORTED and DOMESTIC tobaccos — Blended



**They "Satisfy"!—
and yet they're *Mild***

You bet! Chesterfields give smokers not only a taste that they like, but also a *new* kind of smoking enjoyment—

Chesterfields "get across," they let you know you are smoking—they "Satisfy"! And yet they're *Mild*.

Ask for Chesterfields—next time you buy.

Liggett & Myers Tobacco Co.

SEND HIM THE TIN OF 100. We'll mail the tin for you (100 for 65c) prepaid to any address in the U. S. (Training Camps, etc.) if your dealer hasn't them. Address Liggett & Myers Tobacco Co., 212 Fifth Ave., New York.

Notice to Reader

When you finish reading this magazine place a one cent stamp alongside of this notice, hand same to any postal employee, and it will be placed in the hands of our soldiers or sailors at the front.

A. S. BURLINSON,
Illustrator